

**POMRIL**  
Pure Non alcoholic  
**APPLE JUICE**  
For Dozen Quarts \$6.00  
For Dozen Pints \$3.50  
H. Price & Co.

# The China Mail.

**CLUB WHISKY**  
Finest Value in the Colony.  
\$14.00 Per Dozen.  
H. Price & Co.

No. 13,163.

號九月六年五零百九千一英

HONGKONG, FRIDAY, JUNE 9, 1905.

日七初月五年巳乙

PRICE, \$3.00 Per Month.

## MACEWEN, FRICKEL & CO.

FORWARDING DEPARTMENT.  
REGULAR Weekly Departures for  
EUROPE.  
Parcels and Goods shipped to all parts  
of the World.  
All Expenses, including Duty and other  
destination charges, may be paid by sender,  
or otherwise as desired.  
Goods received for Storage, Packing,  
Shipment or Transhipment.  
Estimates for Freight and other charges  
upon receipt of Public Consignments, Contents,  
Weight and Value.  
**CHINA PARCEL EXPRESS.**  
Office—3, DUNDAS STREET.  
Hongkong, December 5, 1904. 1815

## Intimations.

FIRE INSURANCE ASSOCIATION OF  
HONGKONG.

NOTICE IS HEREBY GIVEN that  
FIRE INSURANCE OFFICES will  
be CLOSED for the Transaction of Public  
Business on MONDAY, the 12th  
instant, 'WHITE MONDAY.'  
By Order,  
J. E. BISHAM,  
Secretary.  
Hongkong, June 6, 1905. 1124

## BANK HOLIDAY.

THE EXCHANGE BANKS will be  
CLOSED for the Transaction of  
Public Business on MONDAY, the 12th  
instant, 'WHITE MONDAY.'  
Hongkong, June 7, 1905. 1116

## WANTED.

A FIRST-CLASS CHINESE CLERK  
Apply to  
ARRATTOON Y. AYOAR & CO.,  
45, WYNDHAM STREET.  
Hongkong, June 5, 1905. 1101

## NOTICE.

HAVING Resigned my position as  
Manager of Messrs DODWELL &  
CO., LTD. at this Port on the 8th inst.,  
and having returned here on SUNDAY,  
the 26th inst., I have taken the opportunity  
this day of returning to my late Board  
of Directors in London the Power of  
attorney granted to me on the 21st Novem-  
ber, 1901.  
E. J. MOSS.  
Fenchow, 30 May, 1905.

## NOTICE.

WE have this day established ourselves  
at this Port as GENERAL MER-  
CHANTS, Shipping, Insurance and Com-  
mission Agents with branches at Hankow,  
Shanghai and Colombo.  
MOSS & CO. LTD.  
Hong Kong, June 6, 1905. 1112

## HONGKONG CITY GODOWN.

WE receive all kinds of non-hazardous  
goods for Storage in well ventilated  
and lighted EUROPEAN FIRST-CLASS  
GODOWN, CENTRAL POSITION.  
Rate of Fire Insurance 1/2 only.  
For Particulars apply to  
LUTGENS, BINSIMANN & CO.  
Hongkong, May 27, 1905. 950

## PERFECTION IN CHEESE.

EVESSEN'S CRUSTLESS DUTCH  
in Small Tins.  
DUTCH CREAM CHEESE  
in 1 Kilo Tins.  
OF ALL DEALERS.  
Hongkong, May 27, 1904. 1039

## ROYAL HAIRDRESSING SALOON.

No. 14, BEACONSFIELD ARCADE.  
WE beg to notify the Public generally  
of Hongkong that we have just  
OPENED a First-class Tonsorial Hall at  
the above address. We make Cleanliness a  
Specialty.  
VICENTE BARCENILLA, Proprietor.  
Hongkong, April 10 1905. 453

## THE POPULAR SCOTCH IS BLACK & WHITE



JAMES BUCHANAN & CO.  
SCOTCH WHISKY DISTILLERS  
By Appointment to  
H.M. THE KING  
and  
H.M. THE PRINCE OF WALES  
Supplied at all the Leasing Clubs and  
Hotels, and to be obtained from LANE  
CRAWFORD & Co., Queen's Road  
Central.

## Business Notices.

## W. S. BAILEY & CO.

SOLE AGENTS FOR  
**THE PULSOMETER ENGINEERING CO., LD.**  
STEAM PUMPS OF EVERY DESCRIPTION.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND  
MACAO STEAMBOAT CO., LTD., AND THE CHINA  
NAVIGATION COMPANY, LTD.

### Hongkong-Canton Line.

s.s. HONAM, 2,365 tons, Captain H. D. Jones.  
s.s. TOWAN, 2,338 tons, Captain R. D. Thomas.  
s.s. FATHIAN, 2,280 tons, Captain W. A. Valentine.  
s.s. HANKOW, 3,073 tons, Captain C. V. Lloyd.  
s.s. KINSHAN, 1,975 tons, Captain J. J. Lossin.  
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m.  
and 10.30 p.m. (Saturday Excepted).  
Departures from CANTON to Hongkong daily at 8.30 a.m., 3 p.m. and 5 p.m.  
(Sunday excepted).  
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the  
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

### Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,298 tons, Captain W. E. Clarke.  
Departures from Hongkong to Macao on week days about 2 p.m. (See Special Sum-  
mer Time Table). Departures from Macao to Hongkong daily at 8 a.m.  
Departures on Sundays per s.s. HONAM, leaving Hongkong at 9 a.m., and  
returning from Macao at 7 p.m.

### Canton-Macao Line.

s.s. LUNGSHAN, 218 tons, Captain T. Hamilton.  
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at  
8.30 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday at 8 a.m.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-  
GATION COMPANY, LTD., AND THE INDIA-CHINA STEAM NAVIGATION COMPANY, LTD.

### Canton-Wuchow Line.

s.s. SALAM, 688 tons, Captain J. Willor.  
s.s. NANNING, 569 tons, Captain O. Butchart.  
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday  
and Friday at 8.30 a.m., and the other leaves Wuchow for Canton on the same days  
at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin  
Accommodation and are lighted throughout by electricity.

### Hongkong-Wuchow Line.

The Twin Screw Steamer LINTAN, 873 Tons, Captain E. Branch,  
Makes a Round Trip to Wuchow (calling at all ports on route) and back every 6 days.  
This Fine New Steamer has Excellent Saloon Accommodation and all Modern  
Comforts.

Further particulars may be obtained at the Office of the :-  
**HONGKONG CANTON & MACAO STEAMBOAT CO., LD.**  
19 Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.  
Or of BUTTERFIELD & SWIRE.  
Agents, CHINA NAVIGATION CO., LTD.

## PELHAM HOUSE.

PRIVATE HOTEL, CENTRALLY SITUATED.  
THREE MINUTES' WALK FROM POST OFFICE.  
SPECIAL TERMS FOR MONTHLY BOARDERS.  
RAV'S MODERATE.  
Hongkong, September 6, 1904. 1636

## HARRIS-KEENEY COMPANY

BEG to announce that they HAVE OPENED A SHOW ROOM in PEDDER  
STREET, Next to the Post Office, just opposite the main entrance to the Hong-  
kong Hotel, with a full line of High-grade FIBRE, RATTAN and HARDWOOD  
FURNITURE, etc., etc.  
DON'T FORGET THE LOCATION.  
Hongkong, April 22, 1905. 19

## CLARK'S STUDIO,

4, ICE HOUSE STREET.  
PORTRAITURE IN ALL STYLES.  
AMATEUR WORK A SPECIALTY.  
Hongkong, October 5, 1904. 1812

## FIVE POINTS

ABOUT

'SINGER' SEWING MACHINES.

PRICES CHEAPER THAN AT HOME.

FIVE YEARS' GUARANTEE.

FIVE INSTRUCTIONS.

EASY PAYMENTS.

FREE REPAIRS AND CLEANING.

Hongkong, March 23, 1905. 1262

## BOVRIL

means fortifying  
yourself against  
disease.

To be obtained at all Grocers, Chemists,  
Hotels, &c. throughout Hongkong, China  
and Japan.

## BOARD AND ROOM WANTED.

IN A FAMILY, for YOUNG GENTLE-  
MAN to arrive shortly; about \$100.  
Apply  
'C. P. R.'  
Care of 'CHINA MAIL' Office.  
Hongkong, April 18, 1905. 1071

## CARLTON HOUSE HOTELS,

No. 8 and 10, Ice House Road.  
EXCELLENT FURNISHED ROOMS.  
COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.  
FOR TERMS, APPLY TO THE MANAGER.  
Hongkong, April 18, 1905. 104

## LEE WING & CO. 致

28 & 30, LEE YUEN STREET (WEST)  
HONGKONG.

DEALERS IN

All Sorts of COPPER, BRASS STEEL

IRON WARE, &c.

STEEL GIRDERS AND TREES,

CORRUGATED IRON, FIG IRON, &c.,

Suitable for

Ships, Engineers and House BUILDERS.

Hongkong, May 29, 1900. 1227

NOTICE

DR NEWELL WILSON, DENTIST,

has REMOVED his Office to No. 2

PEDDER STREET, next to the General

Post Office and opposite to the side entrance to

the Hongkong Hotel.  
Telephone No. 549.  
Hongkong, June 5, 1905. 1004

## Business Notices.

## BELL'S ASBESTOS

EASTERN AGENCY, LTD.

## ENGINE PACKINGS AND JOINTINGS

FOR HIGH OR LOW PRESSURES.

## PUMP PACKINGS.

OFFICE AND SHOW ROOM: 6, DES VŒUX ROAD.

## LANE CRAWFORD & CO.

NEW STOCK OF

## CABIN TRUNKS,

SOLID SOLE LEATHER,

CANVAS, WOOD, &c.

A LARGE SELECTION OF

KIT BAGS, SUIT CASES,

AND EVERY REQUISITE FOR TRAVELLERS.

LANE, CRAWFORD & CO.

## STAG HOTEL.

148, QUEEN'S ROAD CENTRAL.  
A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED.  
WELL FURNISHED AND AIRY BEDROOMS.  
Monthly Boarders accommodated on very Moderate Terms.  
For Particulars, apply to  
THE MANAGER.  
Hongkong, November 3, 1904. 1965

## The Peak Hotel.

ADMIRABLY SITUATED AT VICTORIA GAP.  
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.  
OPEN to the South Winds in Summer and protected from the North-East Winds in  
Winter. Commanding a magnificent view of Hongkong, the Harbour and adjacent  
islands for forty miles.  
A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST'S HOTEL.  
Trains:—From 12s. per day. TOWN OFFICE:—3, DUNDAS STREET.  
Hongkong, March 27, 1905. CABLE ADDRESS: 'PEACEFUL' 18

## N. LAZARUS,

OPTICIAN.



10, D'AGUILAR  
STREET,  
HONGKONG.

SIGHT TESTED FREE. LENSES GRIND ON THE PREMISES.  
A. S. TUXFORD, Manager.  
Hongkong, October 1, 1904. 1797

## IF YOU WANT A GOOD STEAK

VISIT

## SAM NEWMAN'S SILVER GRILL ROOMS,

37, DES VŒUX ROAD.  
Hongkong, March 28, 1905. 1009

## D. NOMA, TATTOOER,

80, QUEEN'S ROAD CENTRAL.  
THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years  
experience in tattooing is a guarantee of good work and prompt execution. My  
Colours are absolutely fast and perfectly harmless, and produce a charming effect not  
attainable by any other, as their composition is only known to me. H. R. H. The Duke  
of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage;  
besides many others of High Rank. Prices Moderate and satisfaction guaranteed as  
attested by 3700 Recommendations which I have received from all Sources.  
Hongkong, August 2, 1904. 1410

## GREGOR & CO.,

34, QUEEN'S ROAD CENTRAL, 1st FLOOR.

## CHAMPAGNES

PERINET and FILS.

RHEIMS-CHAMPAGNE.

MODERATE IN PRICE, AND ABSOLUTELY

GRAND VINS.

Hongkong, June 9, 1905. 6110

## Business Notices.

## GREEN ISLAND CEMENT CO., LD.

## PORTLAND CEMENT

Casks of 375 lbs. net, \$4.50 per Cask, ex-Factory.

\$2.70 per Bag, 250 lbs. net, ex-Factory.

## Shewan, Tomes & Co.,

GENERAL MANAGERS.

Hongkong, March 7, 1905. 2653

## FAIRALL & CO.

SEASON'S NOVELTIES

IN ALL DEPARTMENTS.

NEW CONSIGNMENT OF

CHILDREN'S SHOES & SANDALS.

DRESSMAKING A SPECIALITY.

22, QUEEN'S ROAD, OPPOSITE HONGKONG HOTEL.  
Hongkong, May 20, 1905. 1096

## HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

MODERATE TERMS AND NO EXTRAS.

218F A. F. DAVIES, Acting Manager.

## THE CONNAUGHT HOTEL,

QUEEN'S ROAD CENTRAL

A FIRST CLASS HOTEL, SITUATED NEAR THE BANK AND PRINCIPAL

OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply  
THE MANAGER 21

## THOMAS' HOTEL.

A FIRST CLASS HOTEL, most centrally situated; Well-Furnished and Airy

Bedrooms. Monthly Boarders accommodated on very Moderate Terms.

For Particulars, apply to  
THE MANAGER. 1415

## 'NESTOR'

## SANITARY FLUID.

A CHEAP AND RELIABLE DISINFECTANT

IN ONE GALLON AND FIVE GALLON TINS.

## THE VICTORIA DISPENSARY,

Queen's Road Central, Hongkong.

## W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

NEW STOCK JUST LANDED.

Footers Self-Playing Bridge Cards. Quill Tooth Picks.

Day Stands. Patent Envelope Fasteners and Red Seals.

Combined Box-Snow White Correspondence Cards and Envelopes.

Sultan and Pasha Egyptian Cigarettes. Letter Balances. Scrap Albums.

Lawn Bowls. Croquet. Hokey-Balls. Punching Bags. Golf Balls.

Copying Presses—Great Variety—All Sizes.

SOLE AGENTS IN CHINA FOR THE BLOKENSBERGER TYPEWRITER

Model No. 5—\$35.00. Model No. 7—\$125.00.

Quite New: View Book of Hongkong, &c. \$1.00. Post Cards of Hongkong.

## SUMMER DRINKS.

HOCKS, WHITE WINES

AND

SAUMUR WINES

MIX EXCELLENTLY WITH AQUARIUS

WATER.

Telephone No. 75.

## Caldbeck, Macgregor & Co.,

WINE & SPIRIT MERCHANTS

15, QUEEN'S ROAD.

Hongkong, June 9, 1905.



## Intimations.

**G. FALCONER & Co.,**  
WATCH-MAKERS AND JEWELLERS.  
NEW SELECTIONS OF  
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,  
HIGH-CLASS GOLD AND SILVER WATCHES.  
LARGE ASSORTMENT OF SPECTACLES.  
PINCE-NEZ AND EYE PRESERVES.  
G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND  
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS, AND  
ADMIRALTY CHARTS AND BOOKS.  
EASTMAN'S KODAKS AND FILMS.  
64, QUEEN'S ROAD.

**M. MUMEYA,**  
JAPANESE ARTIST AND PHOTOGRAPHER.  
ENLARGEMENTS ON BROMIDE PAPER  
AND FINISHED IN CRAYON.  
ALL KINDS OF WORK DONE FOR AMATEURS.  
64, QUEEN'S ROAD CENTRAL.

**JAPAN COALS.**  
**MITSUMI BUSSAN KAISHA**  
(MITSUMI & CO.)  
HEAD OFFICE: 1, SURUGA-CHO, TOKYO.  
LONDON BRANCH: 24, LIME STREET, E.C.  
HONGKONG BRANCH: PRINCE'S BUILDING, 108 HONG KONG STREET, FIRST FLOOR.  
OTHER BRANCHES:  
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,  
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,  
Yokosuka, Nagoya, Osaka, Kobe, Maitzuru, Kure, Shimoda, Moji, Waka-  
matsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Maizuru, Miike, Hakodate,  
Tatebayashi, etc.  
Telegraphic Address: 'MITSUMI' (A.B.C. and A 1 Codes).  
CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the  
State Railways; Principal Railway Companies and Industrial Works; Home and  
Foreign Mail and Freight Steamers.  
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano, and Ida Coal Mines.  
SOLE AGENTS for Hokoku, Honjo, Kasado, Fujinohara, Minamino, Manoura,  
Onoda, Otsu, Sasahara, Tsubakura, Yoshinohara, Yoshio, Yunkubara, and other  
Mines.  
S. MINAMI, Manager, Hongkong.  
Hongkong, May 31, 1904.

UNTOUCHED BY HAND.  
**MELLIN'S FOOD**  
For INFANTS and INVALIDS.  
MELLIN'S FOOD is free from starch.  
When prepared is similar to Breast Milk.  
MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

**Oakey's WELLINGTON KNIFE POLISH**  
BEST FOR CLEANING AND POLISHING  
CUTLERY.  
**KNIFE BOARDS**  
PREVENT FRICTION IN CLEANING  
& INJURY TO THE KNIVES.  
**JOHN OAKEY & SONS**  
BLACK LEAD MILLS LONDON.  
JOHN OAKEY & SONS, LIMITED, "WELLINGTON" MILLS, LONDON.

**DINNEFORD'S**  
The Universal Remedy for Acidity of the  
Stomach, Headache, Heartburn, Indigestion,  
Nervous Excitation, Bilious Affections.  
Safest and most  
Gentle Medicine for  
Infants, Children,  
Delicate Females,  
and the Sick.  
Sickness of Pregnancy.

**DINNEFORD'S MAGNESIA**

It pays you to buy the best,  
& the best of all cocoas  
is  
**van Houten's Cocoa**  
Try it.  
It is a pure soluble cocoa with a delicious natural  
flavour which you cannot fail to enjoy.  
"Pure and unadorned."—THE LANCET.  
"Perfect in flavour. Pure and well prepared."  
—BRITISH MEDICAL JOURNAL.  
"A perfect beverage, combining strength,  
purity and solubility."—MEDICAL ANNUAL.  
**BEST & GOES FARTHEST.**

## Intimations.

**mitsu bishi co.**  
COAL DEPARTMENT.  
MARUNO-UCHI, TOKIO.  
CABLE ADDRESS: 'IWASAKI',  
which applies to all Branch Offices and  
Hongkong and Shanghai Agencies.  
AL, ABC 5th EDITION, WESTERN  
UNION CODES USED.  
ALL LETTERS ADDRESSED  
MANAGER, MITSU BISHI CO., WITH  
NAME OF PLACE UNDER.  
BRANCH OFFICES.  
NAGASAKI, MOJI, KOBE, KANAGAWA  
AND HANKOW.  
AGENCIES.  
SHANGHAI: H. J. H. TAYLOR.  
HONGKONG: H. J. JEFFRIES.  
YOKOHAMA: M. ARADA.  
CHINKIANG: GEARING & CO.  
MANILA: MACDONALD & CO.

CONTRACTORS OF COAL to the Imperial  
Japanese Navy and Foreign Navies;  
the Imperial Armies; the Imperial Rail-  
way; Sanyo, Kiushu and the other Principal  
Railways; Industrial Works; Home and  
Foreign Mail and Freight Steamers.  
EXPORTERS OF COAL to Hongkong,  
Shanghai, Hankow, Singapore, Manila,  
North China, Korean ports and America.  
SOLE PROPRIETORS of Takashima,  
Ochi, Shinetsu, Namsatsu and Kami-  
Yamada Collieries, and also Hojo Colliery,  
which will shortly be ready to produce on  
a large scale the best Buzon Coal.  
Sole Agents for Kijio, Komatsu (Tagawa)  
and Yatsuguchi Collieries (Karatani).  
The Head and Branch Offices and the  
Agencies of the Company will receive any  
order for Coals produced from the above  
Collieries.  
Coal sold in 1904 by the Company  
amounted to 1,620,000 tons.

**TAKASHIMA COAL.**  
New and additional shafts at the Takashima  
Colliery have been completed and this well-known  
best and most economical steam coal in the East is now  
produced in abundance and can be supplied in any  
quantity.  
Hongkong, March 11, 1905.

**S. MOUTRIE & CO., LD.,**  
PIANO AND ORGAN  
MANUFACTURERS,  
14, QUEEN'S ROAD, FIRST FLOOR.  
HAVE just received a shipment of  
second hand Pianos from \$200 up-  
wards, and a written guarantee for a test  
period of TWO Years given for each in-  
strument.  
A large consignment of records at the  
low figure of \$1.80 each, 5% on wholesale  
orders.  
The largest and most varied Stock of  
Music in China! Inspection solicited. Our  
workmen are experienced men.  
WE DEFY COMPETITION.  
INSPECTION INVITED.  
Hongkong, March 3, 1905.

**VIAVI REMEDIES**  
ASSIST NATURE.  
A PURELY VEGETABLE compound  
used with great success for Mothers  
and Daughters. Advice Free.  
Mrs WEBB, Manageress, VIAVI OFFICE,  
26, LEIGHTON HILL ROAD, Hong-  
kong, East, Near Race Course and No. 1  
Police Station.  
Hongkong, May 15, 1905.

**THE HONGKONG DOCKS.**  
A Record of the Founding  
and Development of the  
Hongkong and Whampoa  
Dock Co., Limited.  
Reprinted from the 'CHINA MAIL'.  
Price 50 Cents.  
To be had at the 'China Mail Office',  
5 Wyndham Street.

**WEEKLY NEWS FOR HOME.**  
The Overland China Mail  
Published to suit the Departure  
of each English and French  
Mail Steamer to Europe.  
**FULL REPORTS**  
AND THE LATEST INTELLIGENCE  
(Commercial, Shipping, etc.)  
\$17 per Annum (including Postage).  
'CHINA MAIL' OFFICE,  
5, WYNDHAM STREET, HONGKONG.

## Intimations.

**GOVERNMENT BILLS.**  
TENDERS for SPECIE, BRITISH  
and MEXICAN DOLLARS, current  
in this Colony, in Exchange for Sterling  
Bills drawn at 10 days' sight on the  
Lords Commissioners of His Majesty's  
Treasury, London, will be received by the  
Chief Cashier, Army Pay Department,  
until 11 A.M. on the 14th June, 1905.  
The Tenders to state the total amount  
(in Pounds Sterling) and the amount for  
which each Bill should be drawn, but no  
Bill will be issued for less than £100.  
The Tenders to be in Duplicate, and in  
Sealed Cases, addressed to the Chief Cashier,  
Army Pay Department, and endorsed  
'TENDERS FOR GOVERNMENT BILLS'.  
The right to accept or reject any or all of  
the tenders is reserved.  
Copies of Forms of tender can be had on  
application.  
F. H. HAYNES, Colonel, A.P.D.,  
H.M. Treasury Chest Officer,  
His Majesty's Treasury Office,  
Fletcher Street, Hongkong.  
June 8, 1905.

**HONGKONG HIGH-LEVEL TRAM-  
WAY CO., LTD.**

NOTICE IS HEREBY GIVEN that an  
EXTRAORDINARY GENERAL  
MEETING of the above named Company  
will be held at the Registered office of the  
Company, Alexandra Buildings, on TUES-  
DAY, the 20th instant, at 12.30 P.M., when  
the subjoined Resolutions which were passed  
at an Extraordinary Meeting of the Com-  
pany, held on Saturday, 3rd of June, 1905,  
will be submitted for confirmation as  
Special Resolutions:

1. That it is desirable that the Company  
may be dissolved and that it be wound  
up voluntarily.
2. That the General Managers be and  
they are hereby appointed Liquidators,  
and they are authorized to consent to the  
registration of a New Company to be  
named the 'PEAK TRAMWAYS  
COMPANY, LIMITED', with a  
Memorandum and Articles of Association  
which have been prepared with the  
approval of the Consulting Com-  
mittee of the Company.
3. That the Liquidators be empowered to  
sell to the 'PEAK TRAMWAYS  
COMPANY, LIMITED', the under-  
taking of this Company at the price of  
\$200 per share either in cash or shares  
of the 'PEAK TRAMWAYS COM-  
PANY, LIMITED', at the option of  
Shareholders of this Company and to  
enter into all necessary Agreements to  
that effect.

**JOHN D. HUMPHREYS & SON,**  
General Managers.  
Hongkong, June 8, 1905.

**HUMPHREYS' ESTATE & FINANCE  
CO., LD.**

THE SHARE CERTIFICATE No. 67  
for Eighty-seven Shares Numbered  
103730-103816 inclusive on which the sum  
of \$2.50 per Share has been paid-up,  
standing in the Register in the name of  
JOHN KOYLE of Hongkong, having been  
lost, NOTICE IS HEREBY GIVEN that  
unless the said Certificate be produced at  
the offices of the Company, Alexandra  
Buildings, Des Voeux Road, Victoria  
Hongkong, on or before 1st JULY, 1905,  
a new Certificate for the said Shares will be  
issued, and the old Certificate will there-  
after be held by the Company as null and  
void.  
**JOHN D. HUMPHREYS & SON,**  
General Managers.  
Hongkong, June 8, 1905.

**DOUGLAS STEAMSHIP COMPANY,  
LIMITED.**  
NOTICE.

THE Certificate No. 2493 for 25 Shares  
in the above Company numbered  
14306 to 14330 inclusive, standing in the  
Register of Shareholders in the name of  
TONG SHOU PANG, also the Certificate  
No. 2494 for 25 Shares in the above  
Company numbered 14331 to 14355 inclu-  
sive, standing in the Register of Share-  
holders in the name of TONG SHOU  
KIANG, having been lost, it is thought  
fit to give notice that the said Shares  
will be issued on the expiration of one calendar  
month from the date of this notice, and  
that the Original Certificate will, unless  
produced within that period, be hereafter  
held by this Company as null and void.  
**DOUGLAS LAIRRAK & CO.,**  
General Managers,  
Douglas Steamship Co., Ltd.  
Hongkong, May 29, 1905.

**CARMICHAEL AND  
CLARKE,**  
CONSULTING ENGINEERS AND  
SHIPBUILDERS,  
SURVEYORS AND CONTRACTORS,  
REPAIRS PROMPTLY ATTENDED TO.  
TELEGRAMS: 'CARMICHAEL', HONGKONG.  
A. C. Code, 4th Edition.  
Lieber's Standard Code.  
TELEPHONE, 232.  
Hongkong, March 14, 1903.

**ADVERTISEMENTS.**  
THE Attention of Advertisers is drawn  
to the Latest Hours for receiving  
Advertisements and Corrections to Adver-  
tisements:—  
Advertisements and additions to Advertisements  
on Pages 2, 3, 6 and 7, should be  
sent to this Office not later than 11 A.M. New  
Advertisements should be sent in before  
5 P.M.  
Q. M. BAIN,  
'CHINA MAIL' Office, May, 1904.

**EAST PRAJA RECLAMATION  
SCHEME.**  
AS PROPOSED TO THE HONGKONG  
GOVERNMENT AND THE MARINE  
LOT-HOLDERS BY SIR PAUL  
CHATER.  
The Full Details Printed in Pamphlet Form  
NOW READY.  
Copies may be had at 'CHINA MAIL' Office.  
Price 50 Cents each.

**TO LET.**  
A BUILDING at CAUSEWAY BAY, at  
present in occupation of the Steam  
Laundry Co., Ltd.  
No. 1, RIFON TERRACE.  
FLATS in MONTROSE TERRACE, facing the  
Polo Ground.  
OFFICES in Course of Erection, Con-  
naught Road (near Blake Pier).  
GODOWNS PRAJA EAST.  
Apply to  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.  
Hongkong, March 7, 1905.

**TO LET.**  
SHOP, No. 14, QUEEN'S ROAD  
CENTRAL.  
First floor, No. 12, QUEEN'S ROAD  
CENTRAL.  
Second floor, Nos. 12 & 14, QUEEN'S  
ROAD CENTRAL.  
Apply to  
S. DISNEY,  
Hongkong Hotel.  
Hongkong, June 7, 1905.

**TO LET.**  
SEMI-DETACHED VILLAS Two in  
Garden Road near the Ferry with fine  
Bright and Airy Rooms. Gas and Electric  
Bells laid on. Commanding fine view of  
the Harbour. Rents very moderate.  
Apply to  
H. RUTTONJEE,  
5, D'Almeida Street, Hongkong.  
36 & 37, Elgin Street, Kowloon.  
Hongkong, June 6, 1905.

**SUITE FOR OFFICES.**  
Apply to  
LAUTS, WEGENER & CO.,  
Hongkong, March 3, 1905.

**TO LET—FURNISHED.**  
BLUE BUNGALOW, PEAK ROAD.  
For July, August and September.  
Apply to  
A. W. BREWIN,  
Registrar General's Office.  
Hongkong, May 20, 1905.

**TO LET.**  
IMMEDIATE POSSESSION. No. 2  
Selbourne Villas (No. 10, Kennedy  
Road)—AN 8-ROOMED HOUSE, Ser-  
vants' Quarters detached—lately renovat-  
ed throughout.  
Apply to  
MOK KOON YUK,  
Comptroller's Office,  
Butterfield & Swire.  
Hongkong, May 23, 1905.

**TO LET.**  
AN UNFURNISHED ROOM and  
BATHROOM, suitable for a Bache-  
lor, at No. 3, DUNDAS STREET.  
Also a GODOWN, Cheap Rental.  
Apply to  
MCLEWEN, FRICKEL & CO.,  
Hongkong, May 6, 1905.

**TO LET—UNFURNISHED AT THE  
PEAK.**  
WITH IMMEDIATE ENTRY.  
LYEE MUN, Barker Road, containing  
2 Reception Rooms, 4 Good Bed-  
rooms, Excellent Bathrooms and Servants'  
Quarters. The house is comparatively new  
and is in excellent repair, and splendid  
view of the Harbour and very convenient  
for Tramway Station at Plantation Road.  
Apply to  
RUSSO-CHINESE BANK.  
Hongkong, May 2, 1905.

## Intimations.

IT'S  
**Rainier BEER**  
I DID, I DO,  
I WILL ALWAYS  
SWEAR RAINIER  
FOR  
REFRESHMENT  
AFTER  
RECREATION.  
**M. J. CONNELL,**  
Distributing Agents.

FOR SALE BY ALL DEALERS.  
Hongkong, May 13, 1905.

**PEEK, FREAN & CO.'S**  
CELEBRATED LONDON  
BISCUITS AND CONFECTIONERY.

NEW STOCK JUST ARRIVED OF  
**SMALL BANANAS,  
SWEET WALNUTS,  
ASSORTED FRUITS,  
PAT-A-CAKE.**  
OBTAINABLE AT ALL GENERAL STORES.  
Hongkong, May 30, 1905.

**To Let.**  
TO LET.  
HONGKONG CLUB.  
TO LET.

ROOMS, on the Ground Floor of the  
Annex, from 1st September next,  
suitable for Offices.  
For particulars, apply to the undersigned.  
C. H. GRACE,  
Secretary.  
Hongkong, June 1, 1905.

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Apply to  
MCLEWEN, FRICKEL & CO.,  
Hongkong, May 6, 1905.

BRITAIN'S WOOLLEN IN-  
DUSTRY.

It may safely be said that every inhabit-  
ant of these islands—however ragged his  
habilliments—has some wool on his  
back. Among all people living in  
temperate climates, the wearing of  
wool fabrics of some sort is indeed  
practically universal. The first fibre ever  
woven into cloth was probably goat's hair  
or the wool of the primitive mountain  
sheep, and the term 'spinster' carries us  
back to the time when it was the part of  
every maiden to hold the distaff and spin  
the yarn from which the clothing of the  
family was to be woven. A writer in  
*Britain at Work* says that it is estimated  
that the value of the wool worked up in  
one year is not less than £23,000,000, and  
that in the course of its progress to the  
shelves of the tailor and draper it is increas-  
ed in value between three and four fold.  
Whence comes this vast mass of material?  
A hundred years ago we were dependent  
almost entirely upon our own sheep. There  
are nearly 27 million sheep in Great Britain  
and the weight of one year's clip of their  
wool is about 140,000,000 lb., of which  
one-sixth is sent away in the raw state. We  
import, in addition, for consumption here  
some 400,000,000 lb. of wool, mohair,  
alpaca, camel's hair, and goat's hair. The  
great bulk of it comes from Australia, New  
Zealand, and South Africa; but a consider-  
able portion—perhaps 20 per cent, comes  
from the River Plate, Asia Minor, the hill  
country of North India, and even Tibet.  
The great marts for imported wool are  
London and Liverpool, and periodic  
auction sales are held in both places, which  
are attended by buyers not only from York-  
shire, but from France, Germany, Belgium,  
and even the United States. Of  
late years some of the largest users  
send their own buyers to purchase at  
sales in the colonies. The sale room in  
the Wool Exchange, in Coleman Street,  
London, during the progress of one of the  
six series of sales held there annually,  
presents an interesting and exciting scene.  
As many as twelve thousand bags of wool,  
averaging 400 lb. in weight each, and  
worth from ten to twenty pounds a bale,  
are disposed of by auction at one sitting of  
two or three hours, and the sales go on day  
after day, sometimes for three weeks at a  
stretch. The merchants who deal in the  
home-grown wool are called woolsellers,  
and they either go round to the farmers  
and haggle with them about the price, or  
attend the annual wool fairs in the wool-  
growing countries of England and Scotland.  
Most of the Irish wool is collected by  
dealers, and finds its way either to Dublin,  
for sale there, or direct to Bradford and  
Hullifax, where the whole business, so far  
as this country is concerned, is finally  
focused.

STEARNS' HEADACHE CURE, can  
be obtained from all dispensaries  
(quickly by post). Never be without the  
Genuine.

**NIPPON LAUNDRY.**  
No. 52 and 53, PRAYA EAST.  
ALL Work done in this Establishment  
is promptly executed. Neatness a  
Specialty. Ironing and Washing done by  
experienced Japanese. PATRONS: MRS. MONTAGUE,  
G. MONY, Proprietor.  
Hongkong, February 13, 1905.

**MEH OHEUNG,**  
HIGH-CLASS PHOTOGRAPHER.  
Developing and Printing for Amateurs.  
ENLARGEMENTS A SPECIAL FEATURE.  
BRANCH HONGKONG HOTEL COURT OF  
1587

**ROYAL TOBACCO FACTORY.**  
9, BEACONSFIELD ARCADE.  
HAVE always a FRESH SUPPLY of  
TURKISH TOBACCO. Our EGYPT-  
IAN CIGARETTES are Fresh, as we  
make them every day. We can recommend  
them as First-class Smokes. We receive  
our Tobacco Fresh from Egypt by every  
mail. A Trial Order will satisfy the most  
sceptical. We defy competition.  
T. E. P. SPYROPOULOS, Proprietor.  
Hongkong, February 15, 1905.

**GRIMAULT & Co**  
Medicinal Skin Soap  
Recommended by eminent Der-  
matologists and adopted in the  
Paris Hospitals in the treatment  
of Ringworm, Acne, Psoriasis,  
Eczema and Skin diseases ge-  
nerally.

**3, RUE VIVIERE, 3**  
PARIS

For Sale by A. J. S. WATSON & Co., Chemists.



## ARTIFICIAL STONE.

The following description of how artificial stone window sills and similar articles are made is given in the May Part of *Building World*. The writer says: The moulds may be made of 1 1/2-in. boards, which should be screwed together at the joints and, preferably, lined with sheet zinc if the surfaces and sharp angles are required. A mould is not generally provided with a top or bottom, but consists of a frame (sides and ends) that fits on a flat bed which serves to form the bottom surface of the mould. For convenience in removing the finished blocks from the mould, one of the sides should be removable, and may be put in place with wooden wedges and wrought-iron straps. The moulds should, before they are used, be coated inside, with linseed oil or soap. A suitable composition for artificial stone consists of one part of Portland cement, one part of clean sharp sand, and two parts of broken glass of about 1/16-in. gauge. The materials should be mixed together. The mixture should be sprinkled through a rose-top watering can, should be turned over again and thoroughly mixed; the composition may then be filled into the moulds, and should be well rammed into the corners. The surfaces that will be exposed when the block is set in position in the building should be skimmed over with a coating of neat cement or of cement and sand in equal parts. When the mould is filled it should be left undisturbed for a week in order that the block may set hard; the block is then taken out of the mould and stacked in the open air for the mould and for some months (the and left to mature for some months) the coloured by adding the colours in dry powder (such as Venetian red or red or yellow ochre) to the materials before mixing. If economy is studied, these coloured powders may be added to the outside layers of cement only.

## PREPARATION OF MARINE CURIOS.

The following particulars on preparing marine specimens, intended for museums and other scientific purposes, are given in the *Work*. The writer says: Salt-water fish, when intended for museum display in fluid preparations, should be killed by being put in fresh water. The fish should be removed with pads of cotton-wool moistened with dilute acetic acid. The specimen should then be held in the hand, and a fine anatomical pin inserted at the base of each fin when fully extended, to secure it in this position until hardened. It should then be laid out straight in a flat dish, and covered with a 5 per cent. solution of formaldehyde, left in this for a few days until sufficiently hardened to store in suitable jars with same preservative. Large specimens should be treated with an injection of the concentrated fluid, by means of a glass syringe through the mouth and the anus. The cartilaginous skeletons of dogfish, and the osseous skulls of other species, may be prepared by successive immersions in hot water, the flesh being removed with a blunt knife. The dogfish skeleton should be preserved in a 30 per cent. solution of glycerine, mixed with an 84 per cent. solution of alcohol, or in a 10 per cent. chromic acid solution; formaldehyde should not be used. Squids and other tunicates should be placed alive in a bowl of clear sea-water, and a little pure methylic alcohol added in small quantities until they are completely narcotised, when they may be killed in an expanded condition by immersion in a 20 per cent. solution of formaldehyde, and afterwards preserved either in a 5 per cent. solution of the same liquid or in the glycerine and alcohol solution. Cephalopods should be treated in the same manner, but with a stronger percentage of alcohol added to the sea-water. Their ambulacra should be neatly and naturally arranged, and temporarily fixed with this pins, until the specimen has been hardened in formalin. Alcohol in successive 10 per cent. strengths, 30 per cent. to 80 per cent. should be used as a final preservative, the changes being allowed to occupy about a week; this method of treatment is necessary on account of the tendency of formalin to dissolve the internal shell.

## BETTER AND BRIGHER.

MISS MARGARET RAYN RELATES VERY GRAPHICALLY IN A LETTER HOW JOY OVERCAME HER DESPAIR.

There is no joy like the joy of being again in perfect health after you have been disabled, so to speak, by the pains and after-effects of a long, tedious illness. That is the dominating note struck in a letter written on December 7th, 1904, by Miss Margaret Rayn, of 124, Queen Street, Ulling, Sydney, in which she most graphically describes her pains, and the wearying, wearying effects of the disease that, in the form of indigestion, tortured her for years, and then the happiness that has come over her since her release from all these miseries.

"REACHING THE MORNING NEWS" In her letter she says: "I don't think anyone in the world has suffered more cruelly from indigestion than I have. For years it poisoned my existence, hindered all the happiness and the very threshold of the grave. It would take a whole room of foolscap to describe all the pains, aches, symptoms and miseries it occasioned me at one time or another. I was weak, thin, pale, and nervous, unable to eat, sleep, work or enjoy any of the pleasures of society. This was when I was residing at Hyde Park, Adelaide, South Australia, of which city I am a native. I was attended at different times by quite a number of medical men, but my case kept on going from bad to worse. In the end I could retain nothing on my stomach, and the mere sight of food often made me sick and vomit. The straining from this cause frequently brought on a bleeding from the lungs which I thought was a sure indication of consumption. I had reached the bottom rung of the ladder of life. I think two years back, when on a friend's advice I began to take Mother Seigel's Syrup."

"HER FRIENDS ALL MARVELLED" That is the end of the first phase of Miss Rayn's remarkable story. Now mark the jubilant feeling with which she describes the action of the wonderful cure which brought back the sunlight into her existence. "To my great joy Mother Seigel's Syrup proved to be as good as any friend I had, and represented it to be. From the first it enabled me to retain my food, and within a couple of weeks it created quite an appetite, a thing I had not possessed for years previously."

"I felt like a better and brighter being. Instead of moaning about the house, dull, dejected and listless, I was soon able to take an active interest in the affairs of life, and go out into society and enjoy myself with the best. After a few months of steady perseverance with the medicine my health was thoroughly re-established, and I still remain quite well and happy. If they will only profit by my experience I am sure that no one need suffer from indigestion who is prepared to give Mother Seigel's Syrup a fair trial."

The final phase of Miss Rayn's case is contained in the seven words near the close of her letter. "I still remain quite well and happy."

## THE OWL, GRILL &amp; OYSTER ROOM.

COOKING done by a European Cook. ALL KINDS OF LIQUOR served with Meals. (Special Rates to Monthly Boarders.)  
No. 51, DES VŒUX ROAD CENTRAL.  
Hongkong, March 14, 1905.

## HOTEL METROPOLE.

THE FAVOURITE AND POPULAR SUMMER RESORT.  
UNDER ENTIRELY NEW MANAGEMENT.

SPLENDID ACCOMMODATION.—Only Leading Brands of Liquors kept. Everything sold true to name and label. Draught Beer drawn from the Wood. BILLIARDS AND OTHER SPORTS. PRIVATE DINNERS A SPECIALITY.

J. H. NEWBOLD, Proprietor.  
Hongkong, April 1, 1905.

## ESPECIAL OLD TOM GIN.

MARSHALL AND ELVY'S  
SATINETTE

(REGISTERED)  
DOUBLY DISTILLED AND OF MATURED AGE.

TO BE OBTAINED FROM  
THE MUTUAL STORES,

DES VŒUX ROAD.  
Hongkong, May 17, 1905.

972

## MAIL STEAMER DEPARTURES.

The following table is a chronologically arranged list of mail steamer sailings to Europe, America, Canada, and Australia. Coast ports, Manila, and Japan are not given, for steamers are constantly sailing for those ports. All the American steamers call at Japan, and the majority of the Australian boats call at Manila, and, in addition to those vessels, special steamers run there. The departure of every steamer is subject to alteration. The P. & O. mails usually reach London in about 28 days, and the French and German in about 28 or 30 days.

## EUROPEAN MAIL.

DEP.	STEAMER.	DESTINATION.	DEP. LONDON ABOUT.	DEP.
June 13	M. H. Polyposien	Marseilles	July 11	July 10
June 17	P. & O. Edward	London	July 16	July 23
June 21	G. M. S. Zieten	Hamburg	Aug. 3	—
June 27	M. M. Caledonien	Marseilles	July 25	July 24

## CANADIAN MAIL.

DEP.	STEAMER.	DESTINATION.	DEP.
1905			1905
June 21	C.P.R. Empress of India	Vancouver.	July 12
July 5	do.	do.	July 29
July 12	do.	do.	Aug. 2
Aug. 2	do.	do.	Aug. 23
Aug. 9	do.	do.	Sept. 2
Aug. 23	do.	do.	Oct. 13
Sept. 13	do.	do.	Oct. 7
Sept. 20	do.	do.	Oct. 11

## AMERICAN MAIL.

DEP.	STEAMER.	DESTINATION.	DEP.
1905			1905
June 13	P.M.S. Korea	San Francisco	July 11
July 12	O. & O. Coptic	do.	Aug. 21
July 18	P.M.S. Siberia	do.	Aug. 7
Aug. 2	P.M.S. Mongolia	do.	Aug. 15
Aug. 18	P.M.S. China	do.	Aug. 25
Aug. 23	O. & O. Doric	do.	Sept. 8
Aug. 28	P.M.S. Manchuria	do.	Sept. 15

## AUSTRALIAN MAIL.

DEP.	STEAMER.	DESTINATION.	DEP.
1905			1905
June 9	C. N. Changsha	Sydney.	July 2
June 10	R. & A. Eastern	do.	July 1
July 6	C. N. Changsha	do.	July 28
July 12	E. & A. Australian	do.	Aug. 25
Aug. 2	C. N. Tatyuan	do.	Aug. 20
Aug. 9	E. & A. Enpire	do.	Sept. 30
Aug. 14	O. N. Tainan	do.	Sept. 6
Sept. 6	E. & A. Eastern	do.	Sept. 27
Sept. 10	C. N. Changsha	do.	Oct. 12

## For Sale.

FOR SALE  
ONE TEAKWOOD LAUNCH.  
Length 67 ft.  
Breadth 10 ft.  
Depth 6 ft.  
Boiler 5 ft. x 6 ft.  
Engines 7 x 14 x 10.  
Compound Surface Condensing.  
For further particulars, apply  
Care of "CHINA MAIL" Office,  
Hongkong, June 7, 1905.

## Auctions.

PUBLIC AUCTION.  
THE Undersigned has received instructions to Sell by Public Auction, on  
SATURDAY,  
the 10th June, 1905, at 2.30 p.m., at his  
SALES ROOM, DUNDRELL STREET,  
A COLLECTION OF  
JAPANESE CURIOS,  
Comprising:—  
FINE SATSUMA WARE, BRONZE FIGURES,  
LACQUERED PLATTERS, WATER COLOURS,  
etc.  
FINE LACQUERED, SILK EMERALD,  
BENEFIT CHAMBER SQUARES AND HANGINGS,  
etc., etc.  
Also,  
A FINE FINELY CARVED FUCHIOW PHOTO-  
FRAMES.  
On View from Friday, the 9th June.  
Catalogues will be issued.  
Terms:—Cash on delivery.  
GEO. P. LAMBERT,  
Auctioneer.  
Hongkong, June 8, 1905.

## WEDNESDAY.

the 14th June, 1905, at 3 p.m., on Board,  
H.M. Screw Steamer "HUMBER."  
Extreme length ... 255' 6"  
Extreme breadth ... 27' 6"  
Displacement ... 1,640 tons  
Horse Power ... 800.  
Essentials—Earle's compound Surface  
Condensing.  
Boilers—Two double ended cylindrical  
return tubular; load on safety valves 70 lbs.  
Condensers—1. Kirkcaldy and 1. Nor-  
mandy single, distilling 1,800 and 2,400  
galls. of water per 24 hours respectively.  
To be sold as she now lies in Hongkong  
Harbour, with all fittings, stores, &c., on  
board, including about 110 tons of Coal,  
Anchors and Cables.  
A list of fittings to be sold with the ship  
may be seen at the Office of the Naval  
Store Officer, H.M. Naval Yard, and of the  
Auctioneers; also on board.  
The Admiralty will not be responsible  
for any errors in description of ship,  
fittings, stores, &c.  
The vessel will be open to inspection for  
seven days before date of sale, between  
10 a.m. and Noon, and 2 and 4 p.m. (Sat-  
urday Sunday excepted).  
Inspection orders can be obtained from  
the Auctioneers.  
Terms:—Cash before delivery, 25 per  
cent. of the purchase money to be paid on  
the fall of the hammer, balance and the  
clearance to be effected within SEVEN  
DAYS after the date of sale.  
Further special conditions may be obtain-  
ed on application to the Auctioneers.  
HUGHES & HOUGH,  
Auctioneers to the Government,  
Hongkong, May 31, 1905.

## PUBLIC AUCTION.

BY ORDER of the Trustees in Bank-  
ruptcy Messrs HUGHES & HOUGH  
have been instructed to Sell by Public  
Auction,  
on  
MONDAY,  
the 19th day of June, 1905, at 3 o'clock in  
the afternoon, at their Auction Rooms,  
No. 8, Des Vœux Road Central,  
THE VALUABLE LEASEHOLD  
PROPERTY,  
known as Nos. 1 and 2, Pak Tai Lane, re-  
gistered in the Land Office as the remain-  
ing portion of SECTION C OF INLAND  
LOT No. 62, held for a term of 999 years  
from the 7th day of February, 1852.  
Annual proportion of Crown Rent \$17.81.  
Area 1616 square feet or thereabouts.  
The property is let for \$95 a month.  
Particulars and Conditions of Sale may  
be obtained from  
Mr. JOHN HASTINGS,  
The Vendor's Solicitor;  
or of  
Messrs HUGHES & HOUGH,  
The Auctioneers.  
Hongkong, June 8, 1905.

HONGKONG HIGH-LEVEL TRAM-  
WAYS COMPANY, LIMITED.

TIME TABLE.  
WEEK-DAY.  
7.00 a.m. to 7.30 a.m. Every 30 minutes.  
7.30 a.m. to 8.00 a.m. Every 10 minutes.  
8.00 a.m. to 8.30 a.m. Every 15 minutes.  
8.30 a.m. to 9.00 a.m. Every 10 minutes.  
9.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.30 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 6.00 p.m. Every 10 minutes.  
6.00 p.m. to 6.45 p.m. Every 15 minutes.  
6.45 p.m. and 9 p.m., 9.45 p.m. to 11.15  
p.m. every half hour.  
SUNDAY.  
8.00 a.m. to 9.00 a.m. Every 15 minutes.  
9.00 a.m. to 10.30 a.m. Every 30 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
11.00 a.m. to 12.00 p.m. Every 10 minutes.  
12.00 Noon to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 6.00 p.m. Every 10 minutes.  
6.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.00 p.m. Every 10 minutes.  
NIGHT CLASSES on Week Days.  
SUNDAY.  
Extra cars at 11.30 and 11.45 p.m.  
SPECIAL CARS by Arrangement at the  
Company's Office, ALEXANDRA BUILDING,  
Des Vœux Road Central.  
JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, December 30, 1904.

## WASHING BOOKS.

WASHING BOOKS.  
In English and Chinese.  
WASHING BOOKS, for the use  
of Ladies and Gentlemen, can now  
be had at this Office.—Price \$1 each.  
CHINA MAIL OFFICE.

## His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Captain.	List reported as
Albion	despatch-vessel	1700	12	3000	Comdr. Richard M. Harbord	Weihaiwei
Albatross	battleship, 1st class	12,950	42	13,500	Captain Sydney H. Fremantle	Hongkong
Albatross	ship	1050	6	1400	Reserve	Hongkong
Andromeda	cruiser, 1st class	11,000	16	16,000	Capt. R. N. Cunningham	Hongkong
Astrak	cruiser, 2nd class	4380	10	—	Captain E. G. Tufnell	Shanghai
Bonaventura	cruiser, 2nd class	4380	10	7000	Capt. H. H. Torlesse	Mira Bay
Bramble	gunboat, 1st class	710	6	1300	Reserve	Hongkong
Briton	gunboat, 1st class	710	6	1300	Reserve	Hongkong
Centurion	battleship, 1st class	10,100	14	13,000	Captain Fegan	Singapore
Cherub	ship	390	—	500	—	Hongkong
Clio	ship	1070	—	—	—	Hongkong
Fame	torpedo boat destroyer	360	6	5700	Comdr. H. D. Wilkin, D.S.O.	Hongkong
Gloria	battleship, 1st class	12,950	16	13,500	Lieut. Comdr. Stevenson	Hongkong
Hasty	torpedo boat destroyer	275	6	4000	Captain Hon. Walter G. Stopford	Hongkong
Hart	torpedo boat destroyer	275	6	4000	Reserve	Hongkong
Hecla	torpedo boat destroyer	275	6	4000	Lieut. Com. Richards	Hongkong
Hogue	Special Torpedo-vessel	6400	—	24,000	Capt. E. F. B. Charlton	Hongkong
Humber	cruiser, 1st class	12,000	14	21,000	Captain Shurland	Hongkong
Imphigalia	cruiser, 3rd class	1840	—	800	Lieut. Comdr. F. M. Madore	Hongkong
Imphigalia	torpedo boat destroyer	3600	17	9000	Captain W. B. Fackner	Singapore
Imphigalia	river gunboat	280	6	3900	Reserve	Hongkong
Imphigalia	river gunboat	180	2	800	Lt. Comdr. E. V. R. Dugmore	Yangtze
Imphigalia	river gunboat	180	2	800	Lt. Comdr. F. B. Noble	Hongkong
Imphigalia	battleship, 1st class	12,950	16	13,500	Captain T. G. Groat	Singapore
Imphigalia	torpedo boat destroyer	350	6	6300	Reserve	Hongkong
Imphigalia	ship	1015	6	1400	Reserve	Hongkong
Imphigalia	ship	835	6	650	Comdr. C. E. Moore	Hongkong
Imphigalia	ship	85	2	240	Lt. Com. R. E. Vaughan	Hongkong
Imphigalia	ship	85	2	240	Reserve	Hongkong
Imphigalia	ship	85	2	240	Lt. Com. H. T. Atay	West River
Imphigalia	cruiser, 2nd class	3600	8	8000	Capt. C. H. H. Moore	Weihaiwei
Imphigalia	river gunboat	85	2	240	Lt. Comdr. Davidson	Yangtze
Imphigalia	cruiser, 1st class	12,000	14	21,000	Captain Wm. L. Grant	Hongkong
Imphigalia	torpedo boat destroyer	260	6	6600	Reserve	Hongkong
Imphigalia	receiving ship	4950	6	—	Commodore Dicken	Hongkong
Imphigalia	river gunboat	180	2	800	Lt. Comdr. E. Lestrain	Yangtze
Imphigalia	cruiser, 2nd class	3400	8	9000	Capt. J. A. C. Wilkinson	On passage home
Imphigalia	ship	12,950	16	13,500	Reserve	Hongkong
Imphigalia	battleship, 1st class	355	6	6300	Capt. Leslie Stuart, C.B., C.M.G.	Hongkong
Imphigalia	surveying ship	620	—	450	Lieut. Comdr. A. Gregory	Hongkong
Imphigalia	torpedo boat destroyer	350	6	5900	Comdr. R. W. Allen	On a cruise
Imphigalia	torpedo boat destroyer	350	6	5900	Lieut. Com. C. E. L. Thomas	Hongkong
Imphigalia	river gunboat	150	2	500	Lieut. Com. C. W. Wright	Upper Yangtze
Imphigalia	river gunboat	150	2	500	Lieut. Com. Jno. F. Keck	Upper Yangtze

\* Flag of Vice-Admiral Sir Gerard H. Noel, Commander-in-Chief.  
† Flag of Rear-Admiral the Hon. A. G. Carter-Howe, C.B., C.M.G.

## Foreign Men-of-war on the China and Japan Station.

Name	Flag and Description.	Tons.	Guns.	H.P.	Captains.	
Aspern	Austro-Hungarian cruiser	2437	20	7300	Capt. Friedrich Grinseberger	Singapore
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	25	8000	Captain Mirl Franz	Swatow
Achéron	French armoured gunboat	1790	10	1700	Comdr. Latorilla	Salgon
Alouette	French gunboat	800	7	400	Lieut. A. Varney	Salgon
Argus	French gunboat	123	—	500	Lieut. Crespin	Canton
Argus	French gunboat	475	4	450	Lieut. Journet	Salgon
Argus	French gunboat	140	5	150	—	Salgon
Argus	French gunboat	580	6	400	—	Salgon
Argus	French cruiser	3740	29	8000	Capt. Lefèvre	Salgon
Argus	French gunboat	140	5	150	—	Salgon
Argus	French cruiser	5018	18	17,000	Captain V. Poldono	Salgon
Argus	French gunboat	625	4	438	Commodore Loeel	Salgon
Argus	French gunboat	690	10	800	Commodore I. Boet	Vladivostok
Argus	French gunboat	4000	31	9500	—	Salgon
Argus	French destroyer	350	7	903	Lieut. Jehanne	Salgon
Argus	French cruiser	9374	38	20,200	—	Salgon
Argus	French gunboat	307	7	300	Lieut. Comdr. Beaussant	Salgon
Argus	French gunboat	1250	6	2200	Commodore Lo Gouleur	Salgon
Argus	French gunboat	9700	12	19,600	Captain Gros	Salgon
Argus	French torpedo-boat	350	7	300	Lieut. de Van Prat	Salgon
Argus	French gunboat	4015	27	8500	Capt. Honrat	Salgon
Argus	French cruiser	350	7	300	Comdr. Seneca	Salgon
Argus	French torpedo-boat	9437	6	6701	Lieut. de Worth	Salgon
Argus	French cruiser	1236	10	1070	Capt. Vincout	Salgon
Argus	French cruiser	9856	—	20,000	Captain Guiberteau	Salgon
Argus	French gunboat	629	2	900	Lieut. Holger	Salgon
Argus	French gunboat	6180	23	4560	Captain Blende	Salgon
Argus	French gunboat	123	7	500	Lieut. Carol	Salgon
Argus	German cruiser	1887	15	2900	Comdr. Huss	Manila
Argus	German flagships	11,000	38	14,000	Captain Frowe	Manila
Argus	German cruiser	1776	15	3960	Comdr. von Studnitz	Singapore
Argus	German cruiser	6230	34	10,000	Capt. Weber	Singapore
Argus	German cruiser	6500	37	10,000	Capt. Baron Schlimmeimann	Singapore
Argus	German gunboat	1000	10	1300	Comdr. Baron von M. Hüllessem	Nanking
Argus	German gunboat	900	10	1300	Comdr. Klobbe	Amoy
Argus	German gunboat	850	10	1344	Comdr. Krenkeck	Amoy
Argus	German gunboat	1009	8	875	Comdr. von Grumbkow	Manila
Argus	German cruiser	1640	15	2800	Comdr. Persius	Manila
Argus	German cruiser	2660	24	8000	Captain Voib	Shanghai
Argus	German cruiser	900	10	1300	Comdr. Deimling	Hongkong
Argus	German gunboat	170	5	1300	Comdr. Glibber	Canton
Argus	German gunboat	—	3	500	Lieut. Scharf	Shanghai







upon the Japanese. However, braving every danger, the flotilla continued to advance, and at 2.35 p.m. it was within two hundred metres of the Russian warship, which was still being fired on by the Chinese. The Japanese then discharged two torpedoes at her and the other torpedo-boats on each.

About this time a shell fired by the enemy hit a torpedo tube on the Shiranuhi, and almost immediately a second shell destroyed another tube on the same vessel, but none of the other Japanese boats sustained any injury. The enemy, on the other hand, was damaged most severely, and several of his vessels were sunk. When sunset came on the fighting was at its height, and the enemy was fast being thrown into disorder. In the meanwhile the 5th destroyer flotilla had completed the sinking of the Borodino, and it was about to join the Second Japanese Squadron when, at 7.25, the flotilla received the signal. A vessel which has the appearance of an enemy's submarine torpedo-boat, has appeared; upon this, the destroyer flotilla approached the indicated black object and found that it was a Russian vessel which had turned turtle and was showing its bottom on the surface of the sea. About 30 Russians were clinging to the wreckage. In consequence of this discovery the flotilla immediately rejoined the battle line. At sunset, both sides ceased firing, but, when darkness had fairly come on, all the Japanese destroyer flotillas formed into two forces and commenced torpedo attacks as previously arranged. These continued during the whole night. At the first and second attempts the torpedo-boats could not approach the enemy as they were exposed to the latter's searchlights, but at the third attempt the Yugiri, attacking a vessel of the Orel type, succeeded in sinking it. It is certain that other Russian vessels were also torpedoed. It is said that the ship above referred to was being of the Orel class, was subsequently drifting down off the island.

During the attack, the enemy's vessels continued to move forward, while the Japanese Squadrons maintained an investing formation, as in the day time. The only difference was that the distance between the rival forces was a little wider. At dawn on the 28th, the Russian Fleet tried to make for Vladivostok by the route of the night. The Japanese, however, determined to annihilate the Russians, intercepting their van. At a little past 9 a.m., fighting was again commenced, at a point 12 nautical miles east of Chikuhai Bay, Corea, and was continued throughout the day. During this engagement the Russian warships suffered most severely. Some were sunk and others were captured. Up to the morning of this (Sunday) five out of the nine Russian battleships had been lost.

With regard to the events subsequent to the latter part of the 28th, no detailed account is yet available. It is said, however, that on the night of the 28th another severe torpedo attack was carried out. From the morning of the 29th until 4 p.m. of that day, attacks were continued on the remnant of the enemy's vessels, and the Kolo Sovoroff, the flagship of Admiral Rozhdestvensky, was sent to the bottom.

Count Matsukata, Baron Yamamoto, Minister of the Navy, Baron Kijuro, Minister of Agriculture and Commerce, Count Hijioka, Baron Kuki, and Count von Aze, Vice-Chief of the Imperial Japanese Navy, proceeded to the Imperial Palace yesterday morning to tender their congratulations on the naval victory.

A Tokyo telephone message to the Mainichi, dated the 30th, states that Baron Yamamoto, Minister of the Navy, Department, and Viscount Ito, Chief of the Naval Staff, have jointly sent a congratulatory telegram to Admiral Togo, Commander-in-Chief of the Combined Fleet, on his recent victory. — *Kobe Herald.*

## THE RUSSIAN SHIPS AT MANILA.

The *Cableness* of Manila of June 6, says:—

The horrors and pathos of the struggle between the forces of the Mikado and Czar are brought before Manila by the arrival on June 6 of the Russian cruisers which bore the brunt of the fighting in the naval battle in the straits of Korea in which the Russian armada went down to defeat before the superior strategy and gunnery of the little brown men. The vessels formed the squadron under the command of Admiral Enquist and their great speed, (all are 24 knot ships), enabled them to make for a place of safety after the bulk of the Baltic Fleet had been destroyed.

The warships are the first class cruisers "Aurora" and "Oleg" and the flag ship of Admiral Enquist, and the second class cruiser "Zemchug." They are all modern vessels, belonging to the class of commerce destroyers, the first having been launched at St. Petersburg, in 1900, and the latter two in 1903.

The breach blocks of the vessels have been removed and turned over to Admiral Train, which arrived on Wednesday morning, accompanied by Admiral Train, called at the Ayuntamiento yesterday morning and paid their respects to the chief executive.

Governor General Wright, pending instructions from Washington, decided to allow the vessels to remain in the harbor and make the necessary repairs and at a conference held subsequently on board the flagship "Ohio," it was determined to give the "Aurora" 60 days, the "Oleg" 30 and the "Zemchug" seven days to repair. The vessels will be assigned berths behind the breakwater this morning.

The casualties on the three ships in the naval battle were as follows: "Aurora," 15 dead, 31 wounded; "Oleg," 13 dead and 30 wounded, and "Zemchug," 40 wounded.

Thirty-five of the seriously wounded were transferred to the naval hospital at Cavite yesterday morning. Among them is Lieutenant, Prince Portenko, who is reported to be in a critical condition.

The Captain of the "Aurora" was mortally wounded and died a few hours previous to his vessel entering Manila Bay. He was buried at sea.

By courtesy of Insular Surveyor Cairns, a *Cableness* reporter was permitted to accompany the harbor-master out into the bay yesterday morning, and the Russian flagship was boarded.

The Russian fleet was surrounded by a multitude of craft, discharging coal, flour and barrels of machine oil. The ships look unseaworthy. The "Aurora" has a large hole in her starboard bow and left upper works are damaged, apparently by close-range small-caliber gun fire. The "Oleg" was struck no less than 14 times by the shells of the enemy and has two holes on her starboard side, about twenty above the water line. The "Zemchug" is the least damaged of the three vessels, having escaped, with some injuries to her center smoke-stack.

The "Aurora" presented a dirty appearance, and the officers and men were badly soiled uniforms. They were an unwhimsical lot, gloomy and dejected, and they all seemed to have the battle to fight to get out of the bay. The death-dealing gun of the Japanese and make a port of safety.

## SUICIDE OR PLAGUE.

### A Strange Death.

A peculiar case came under the notice of the police yesterday in which the death of a Chinese girl named Wong Quai Ho resulted. It appears that the girl had a sweetheart who had promised to take her out for the day on Wednesday, to the Dragon Boat Festival. On the morning of the festival, however, he came to her house and said that he had no money and therefore could not keep his promise and further was going abroad. The girl was greatly distressed at this and shutting herself up in her room cried all day and refused to come to her meals. When called at about 5 p.m. no answer was received from her room and on entering it she was found to be dead. Her mouth was full of opium dross and there was a good deal of the drug lying about the room so that it was supposed that she had brought about her end by taking opiates. The police heard of the death and had the body removed to the mortuary where it was found that the cause of death was plague, and not due to the effects of opium as at first seemed probable. The fact of the girl having taken opium is explained in two ways. First amongst Chinese it is common to take the drug to allay the pains in the earlier stages of plague and in the case of death from plague it is a common practice to try and disguise the fact in order to avoid fumigation of the house and other sanitary precautionary measures.

## THE "TRAVANCORE."

### A SUCCESSFUL TOW.

#### The Vessel at the Docks.

The sailing ship "Travancore" (Captain Chamberlain) which went ashore on Fokai Point on June 1, was successfully towed into the harbour yesterday afternoon by the Hongkong and Whampoa Dock Company's tug "Robert Cooke" (Captain McLane).

It will be remembered that the "Travancore" was towed to the "Travancore" at Harbin Bay, on June 3 and anchored there. The tug "Robert Cooke" then left for Hongkong and on arrival pumping gear was taken on board, comprising two five-inch pumps and a boiler. A diver also accompanied the tug. On arrival at Harbin Bay those on the tug found that during their absence the "Travancore" had grounded. She was perfectly upright, there being no list on her at all, which was considerably the reverse of the condition of the sailing ship when the "Robert Cooke" left her in Harbin Bay.

On boarding her on Sunday morning it was seen that her decks were dry, but the water in the holds was within two feet of the decks. ("Travancore" pumps were working at work being manned by about fifty coolies who had been obtained from the shore. Of what utility their efforts proved it is hard to say, but they did not seem to make much impression on the water in the ship. The boiler and pumping gear from the "Robert Cooke" were placed on board the "Travancore" and the work of erecting the necessary appliances was commenced. Meanwhile the diver descended to examine the state of the hull. He found that there were no holes in the ship's bottom, but saw that her plates were bent and buckled. He closed about twenty rivets between the main and mizzen masts, which he saw were open, and reported all the plates under the bilge were badly strained or buckled, some being started. Going to the foremast he examined it and it also was in a bad state. For about twenty feet along the starboard side the ship was badly bent and buckled. This was where the ship first came into contact with the rocks. The diver further reported that the rudder and stern post were not damaged.

By one o'clock on Sunday afternoon the pump, which was erected in the foremast, commenced operations, but the result of pump working was hardly apparent for some time.

Next day the diver again made an examination of the bottom of the ship and he discovered that during the night about twenty-five rivet holes had burst. By the time these holes were blocked up the second pump began to work. The prospects of an early departure began to improve, but misfortune was at hand, for that same afternoon a steam pipe burst, incapacitating one of the pumps. There was nothing left to do but to return to Hongkong for another pump and machinery.

The tug "Robert Cooke" made the trip, arriving here at night on Monday. A diver pump—nine inches—was procured from the Hongkong and Whampoa Dock Company, and early on Tuesday morning the third—and last—trip was made. When this pump began to work the end began to be apparent. The water was fast lowering in the ship and she was becoming lighter every hour.

On Wednesday morning the "Travancore" left the bottom and floated, rising slightly to starboard. She went over to about an angle of 21 degrees, but went back to about 13 degrees. The diver again made an inspection of the hull, this time being able to report that all seemed as right as could be expected.

Pumping operations were continued all the while, and when the water was so far reduced as to barely cover the hull, Captain Chamberlain decided to commence the tow to Hongkong. Accordingly the hawser was made secure and with full steam on the "Robert Cooke" began the return journey. Harbin Bay was left at 6.15 on Thursday and Hongkong was reached at 2.30 p.m. the same day. On the run down the "Travancore" began to add to her list, until when she reached the docks she had a great list to starboard and she had taken in a good deal of water.

During the pumping operations the Captain, officers and crew of the "Travancore" manned their own pumps for a time. The crew also worked the sails up and tightened the stays and braces of the vessel.

The "Travancore" is now lying off the docks and looks in need of the docking she will undergo.

## RUSSIA'S DISGRACEFUL DEFEAT.

### How It is Regarded in Japan.

(From Our Correspondent.)

Tokyo, May 30.

The difficulty in which all the correspondents here are placed has been strikingly exemplified during the past four days. Being at headquarters we should know more about the great naval fight in the Tsushima Straits than you, but as a fact we know next to nothing. On the evening of the 27th a rumour went round that the boats were engaged but absolutely no information was given by either the Government or the press as to the numbers of ships engaged or the locality of the engagement. The papers were expressly forbidden to publish anything and the inevitable result was that loud-mouthed Rumour had a glorious innings. Time after time I was taken aside by men, foreigners of course, bursting with the importance that the possession of exclusive news gives, and was gravely informed that the Japanese fleet had been badly beaten and that the war was in effect over.

I received enough information, and thrilling information at that, on the 27th and 28th to fill half a dozen issues of the *China Mail*. It was magnificent copy in every respect save for the one little drawback that it had absolutely no foundation in fact. But yesterday afternoon the official report was given out and the streets were given over to the "gogal-man." With the rapidly taught by constant practice the national flags were run up on the crossed poles which were raised for the purpose at the beginning of the war at the junctions of the more important streets. In parenthesis it may be remarked that possibly one of the greatest factors in the making of the Japanese triumph has been their absolute inability to realise that there was any prospect of defeat. Japan has never yet been defeated and a loyal Japanese, and they are all loyal, cannot conceive the possibility of such a thing occurring.

While there are manifest dangers incidental to this frame of mind by reason of the utter dejection and dismay which would follow the occurrence of the inevitable, the primary effect of this magnificent national self confidence is to bring about those results which our Britishers love to declare spring from our lamentable failure to understand when we are beaten.

Reverting to the announcement of the great victory (notwithstanding the paucity of official news I feel justified in so styling it) a foreigner could not help being more impressed by the self restraint of the people. It is an open secret that even in the best informed quarters a certain anxiety was felt when it became known that Rozhdestvensky's fleet had actually resolved to put the issue to the touch. Confidence was felt, of course, that Japan would be victorious, but it was feared that success might be purchased at a cost which, while she is prepared, the scarcely likes to face. Notwithstanding the immense revulsion of feeling which Togo's triumph has occasioned there is no wild and delirious "mafficking," no violent but understandable puffing out of the public chest.

A visitor just arrived for the first time at Tokyo might conclude from the display of bunting that it was the Emperor's birthday or some such occasion for well-regulated public rejoicing, but he would never dream that a naval victory which had been threatening the nation's existence was being celebrated. We can learn other things from the Japanese than skill in the arts of war.

Not without interest is a study of the attitude taken up by the foreigners resident there since the result of the struggle for the supremacy of the sea became known. We have all sorts of types here, anti, and pro-Japanese and others who tread the diplomatic middle path. But among all there is a consensus of opinion that Russia has been absolutely degraded in the eyes of the world by her naval officers. That Rozhdestvensky—should be defeated was regarded as probable by some and possible by all, but that any body of men wearing the Czar's uniform should surrender to the enemy, such a gigantic factor as a battleship, (we are told that two have surrendered), is held to be a traitor pure and simple. I would sooner wear a convict's garb in the streets of St. Petersburg to-day, said a German gentleman to me last night, than appear in a Russian naval uniform. I would receive and deserve more respect.

My own views, as I have said, its value is infinitesimal, is that the terrific strain which must needs fall upon the intellects of naval commanders drives the Russians to seek the aid of what we call, without any real justification as far as I know, "dutch courage," and that consequently the ships are taken into action by men who are too muddled to possess the sudden initiative and instant resourcefulness which are everything in maritime warfare. A land battle is a more obvious matter, and under modern conditions the fate of even an army division is entirely dependent upon the mental state of the commanding officer. The case is prejudged and the verdict already secured.

I am not sending you any details of the battle chiefly because, as I have indicated already, you know much more about it than I do. We look on anxiously for our *CHINA MAIL* here in order to get some news of the war.

## SUPREME COURT.

### IN ORIGINAL JURISDICTION.

(Before His Lordship, Mr. F. T. Pigott, Chief Justice.)

Friday, June 9.

A FIRM'S HEAVY LOSS.

Messrs Dodwell and Company, Limited, sued Mr Ernest James Moss for \$34,631.40. Mr H. K. Pollock, K. C. (instructed by Mr H. G. C. Bailey, of Messrs Johnson, Stokes and Master) appeared for the plaintiff.

There was no appearance entered for defendant. Mr Pollock announced that he had obtained leave, on May 27, to proceed ex parte.

The statement of claim set forth that plaintiffs carried on business in Hongkong and elsewhere, and that the defendant was a merchant, lately of Shorecliffe, Garden Road, Hongkong. The defendant was, for some years prior to June 6, 1901, a partner with G. B. Dodwell and Frederick G. Richards in the firm of Dodwell, Carhill and Company, carrying on business at Fochow, Colombo and London, the head office being at Fochow. On June 5 Mr Richards retired from the company and Messrs Moss and Dodwell carried on the business until December 31, 1901. By an agreement entered into on November 23, 1901, between the plaintiff and Messrs Moss and Dodwell it was agreed that the business of the firm of Dodwell, Carhill and Company should be liquidated by the plaintiff up to December 31, 1901, and that from and after that date the plaintiffs would carry on the business on their own account. It was also agreed that the plaintiffs would be accountable to Messrs Moss and Dodwell in respect to any profits which accrued from the liquidation and that Messrs Moss and Dodwell should be liable for any loss arising out of the liquidation. The liquidation, in fact, resulted in a heavy loss, and the sum of \$34,631.40 is due and owing by the defendant to the plaintiffs as his share thereof from the balance sheet made up by the plaintiffs and signed by the defendant as plaintiff's manager at Fochow. The plaintiffs claimed, therefore, \$34,631.40, together with interest at 8 per cent, per annum from the date of the writ until payment of judgment.

Mr G. H. Medhurst, director and manager of the Hongkong office of Messrs Dodwell and Company, stated that the agreement, referred to in the statement of claim, was drawn up and signed by both parties. He also received a balance sheet from defendant (as manager of Messrs Dodwell and Company, Limited, Fochow), in which a debit balance was shown against E. J. Moss.

Judgment was delivered for plaintiffs, with costs.

Mr Pollock made an application for a writ, together with a request for execution, to be sent to the Consul Court at Fochow, under clause 41 of the Order in Council of 1865. This was necessary as Mr Moss was in Fochow.

The Chief Justice granted the application.

## CORRESPONDENCE.

### THE PEAK TRAMWAY.

(To the Editor of the "CHINA MAIL.")

June 9, 1905.

SIR—As some of the hard facts in my letter of the 7th inst. to the Press appear to have disturbed the General Managers and brought forth a reply from them, in which, instead of a request for disputation, they accuse me of being "inaccurate" using "argument based upon insufficient or imperfect knowledge of the actual facts, permit me through the medium of your paper to add a few more facts or probabilities for disposal by them, and for the consideration of others interested:

In the first place, it is not proven that holders in the old Company are promised in return for their shares a one-third interest in the new Company; it is wrong to merely contending that old shareholders are to be given a preference in subscribing additionally to the new Company of \$10 per share, nor does it convince me that this questionable privilege justifies the dissolution of the old Company, or that the privilege is sufficient compensation for putting additional hard cash into a company that can earn nothing in return for a number of years and whose only hope of success is in absorbing the old Company.

Secondly, in dealing with the revenue returns from the new Company, the General Managers dispute my statement as inaccurate, viz: "that the only hope of a revenue return for the next three or possibly four or five years will be the revenue returns earned by the old Company, and we will have to remain satisfied (during that period) with a division of only one-third of those profits." I claim that my statement is not disproved by "shares in the new Company" issued to shareholders of the old Company, which will be paid up and entitled to dividends on the full amount of \$10 per share from the formation of the Company; neither do I consider this inviting because "on the other hand the remaining (two-thirds) of the shares will only be entitled to dividends on the amount paid up for the time being, which will certainly not exceed \$9 per share for the first year and may be less."

Then again: if the promised dividends on the two-thirds of the \$5 or \$10 shares of the new Company do not come from the earnings of the old Company and the pockets of the old shareholders, where do they come from? To assist in the flotation of the new Company, we are asked to "begin immediately" and to continue for a period of at least three years giving away sufficient from our present profits to investors in the new line so as to bring them in an immediate return and thus perhaps justify investment in a venture that would otherwise be difficult to float. It must not be forgotten that it is not the old Company which proposes building the extension line, but a new Company, and, unless I am once more mistaken they can only succeed in floating their scheme if permitted to buy out at a price more advantageous to them than to us.

I am still of the opinion that there is not sufficient traffic for a second line through the Peak, nor of any necessity for another even in substitution for the old line, consequently I am forced to the conclusion that the General Managers and the Consulting Committee, who claim to represent or control 75% of the shares of the old Company, are beginning to realize that they overestimated the importance of the contemplated extension, and overstepped their

elves in committing the Company to the Government for the construction of this new line. I have no objections to their committing themselves individually, but I do not want against their having committed the Company without first having received the consent of all the shareholders.

The investing public of Hongkong usually look for a return on their investments, and it is still a very debatable question as to whether an investment in the new line would have been sufficiently inviting to warrant its being built for many years to come, much the present line operating against it for through "Peak" business, and the only other business in sight, being that below Coudai Road level—consequently the scheme now proposed by the General Managers and Consulting Committee is not inviting, no matter how cleverly colored, to say nothing of the future prospects of the new line or its ability to injure us when short of its own line of income, viz: the revenue-earning old line. This may explain the desire to force the scheme through notwithstanding the protest of shareholders representing at least 271 shares out of 1250.

Concerning the estimate of the General Managers as to the injury the opposition line can do financially, I contend that it cannot and will not injure us financially as much as this voluntary sacrifice they are now trying to force us into; and, in this connection, I question the good taste of the General Managers in giving expression or prominence, in the latter portion of their letter, to the power vested in them and the Consulting Committee in the matter of adjusting future dividends—some people might consider this in the light of a veiled threat liable and likely to injure rather than to improve their prospects of success. "Might" is not regarded and permitted as "right" in British law.

In conclusion, it is not necessary to make any reply to the General Managers' closing remarks in connection with my ownership of shares in the old Company, as they are quite beside the question. Yours truly,

D. E. BROWN.

## BY WHARF AND WAVE.

A Berelaven correspondent telegraphs that the destroyer "Syren" was taken off the rocks on May 4. Her shattered frame was beached in two parts at Milova strand, on the mainland, which is about two miles from the scene of the disaster. She will be temporarily repaired at Berelaven prior to her removal to an English dockyard.

On July 1st the Canadian Pacific Company will establish its own Agency at Shanghai. Mr. A. Ross Owen, formerly in the Company's service at Hongkong and Yokohama, has been appointed Agent, but Messrs Jardine, Matheson and Company will continue as formerly to act as Agents at the other China Coast and Yangtze Ports.

## To-day's Advertisements



## NOTICE.

IT IS HEREBY NOTIFIED that the QUEEN'S RECREATION GROUND will be CLOSED for repairs on the 19th instant, and until further notice.

By Order,

W. CHATHAM, Director of Public Works.

Hongkong, June 9, 1905. 1132

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONVEYANCE, on

FRIDAY and SATURDAY,

the 10th and 11th June, 1905, commencing each day at 2.30 p.m. sharp, at their SALES ROOMS, No. 8, DES VEXES ROAD, Corner of Ho House Street.

A VERY FINE COLLECTION OF JAPANESE CURIOUS AND WORKS OF ART.

Consisting— SILK-EMBROIDERED PALACE AND TEMPLE HANGINGS, BED COVERS, CURTAINS, VEILS, TIE SATSUMA TEA SETS—VASES, WALL PLATES, INCENSE BURNERS, BRONZE AND BEAS VASES, SILK-EMBROIDERED SCREENS, GOLD AND SILVER CHAMBER WARE, IVORY CARVINGS, GOLD LAQUERED CABINET, &c., &c., &c.

Catalogues will be issued. Terms—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, June 9, 1905. 1133

## DOUGLAS STEAMSHIP COMPANY.

FOR SWATOW.

THE Company's Chartered Steamship EMMA LOYKEN, Captain MARTENS, will be despatched for the above Port on SUNDAY, the 11th inst., at 9 a.m.

For Freight, Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, June 9, 1905. 1127

## NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER JAYA.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HOYKOSSE and KONGKOR WHARF and GONOWS COMPANY'S Godowns at Kowloon, where each consignee will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo— From LONDON, &c. ex s.s. *Andria* Optional Goods will be landed here— Instructions are given to the contrary before 3 p.m., TO-DAY.

Goods not cleared by the 10th Inst., at 4 p.m., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

L. S. LEWIS, Acting Superintendent.

Hongkong, June 9, 1905. 1120

## To-day's Advertisements

BEFORE DECIDING ON THE PURCHASE OF A TYPEWRITER CALL AND INSPECT THE NEW MODEL



For Particulars, apply to KELLY AND WALSH, Hongkong.

Or to the YOST TYPEWRITER CO., LD., 50, HOLBORN VIADUCT, LONDON, E.C.

Hongkong, January 8, 1904. 20-6

## NOTICE.

I ANE, CRAWFORD & CO. beg to inform the Public of Hongkong that they are the SOLE AGENTS in Hongkong of the following PIANO MANUFACTURERS: BRINSMEAD, COLLARD & COLLARD, BROADWOOD, ALLISON, CHALLENGER and DORNER.

And that GUARANTEED NEW INSTRUMENTS of any of the above makes CAN BE HAD FROM THEM ONLY.

LANE, CRAWFORD & CO. Hongkong, May 13, 1905. 956

## KOWLOON BOWLING GREEN CLUB.

A SPOON COMPETITION will take place on the GREENS, Austin Road, on MONDAY, 12th June, at 4.30 p.m.

A. R. KINROSS, Hon. Secy.

Hongkong, June 9, 1905. 1119

## COMMERCIAL UNION ASSURANCE CO., LTD.

ASSETS EXCEED \$70,000,000.

FIRE, MARINE, TYPHOON, ACCIDENT, PLATE GLASS INSURANCE and FIDELITY Guarantee Policies issued at Lowest Current Rates.

W. H. TRENCHARD DAVIS, Branch Manager & Underwriter.

Hongkong, June 9, 1905. 1128

## THE CHINA LIGHT AND POWER COMPANY, LIMITED.

THE FOURTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held in the Company's Offices, St. George's Building, No. 6, Connaught Road, Victoria, on WEDNESDAY, 21st June, 1905, at 11 a.m., for the purpose of receiving Statement of Accounts and the Report of the General Managers for the year ending 28th February, 1905, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED on SATURDAY, 17th to WEDNESDAY, 21st June, both days inclusive.

SHEWAN, TOMES & CO., General Managers.

Hongkong, June 9, 1905. 1130

## CHINA LIGHT AND POWER COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY MEETING of the above named Company will be held in the Company's Offices, St. George's Building, No. 6, Connaught Road, Victoria, on WEDNESDAY, 21st June, 1905, at a quarter past eleven o'clock a.m., when the proposed resolution will be proposed.

Should the Resolution be passed by the required majority it will be submitted for confirmation as a special resolution to a second extraordinary meeting which will be subsequently convened, and in the event of it being confirmed the shares will be offered to Shareholders in the Register on the 18th day of July proportionate to their then holdings, and all shares not applied for by Shareholders will be disposed of by the General Managers in accordance with Article 8 paragraph 2 of the Company's Articles of Association.

Resolutions.

That the Capital of the Company be increased to \$50,000, by the creation of 20,000 new shares of \$10.00 each.

Hongkong, June 6, 1905. 1131



## Shipping.

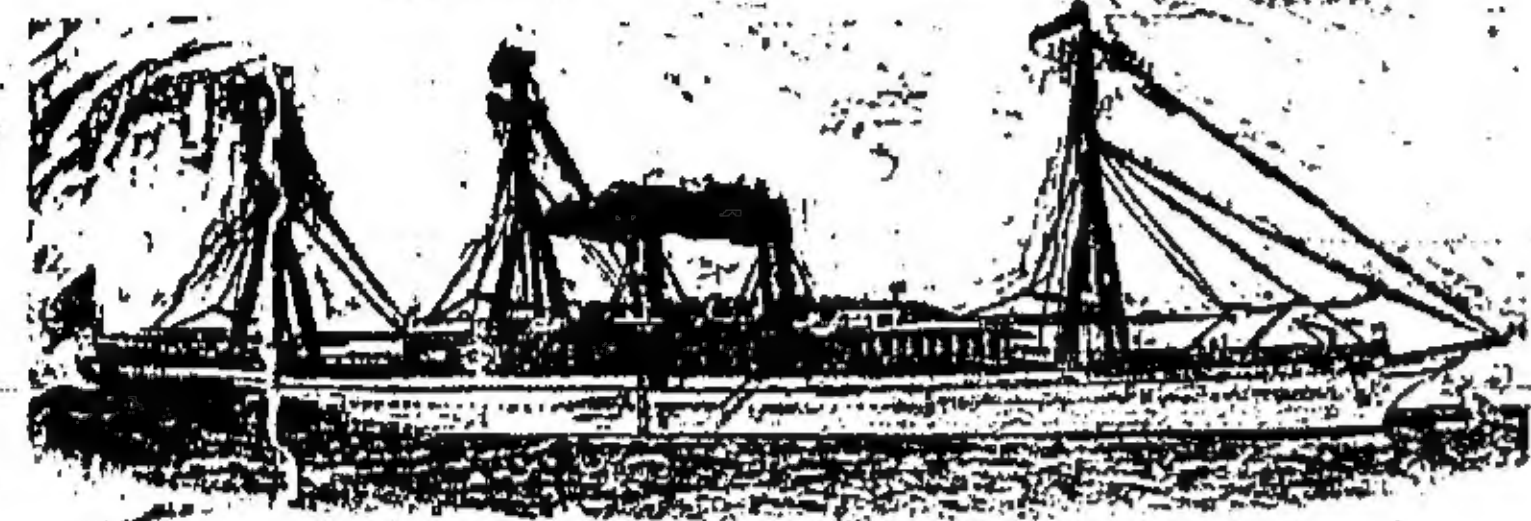
PENINSULAR & ORIENTAL STEAMSHIP  
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE named:—

FOR	STEAMERS	TO SAIL ON	REMARKS
YAMATO, VIA SHANGHAI, MOJI AND KOBE (Passing through the INLAND SEA.)	JAVA	Daylight, 11th June.	Freight and Passage.
SHANGHAI	BHILA	About 15th June.	Freight and Passage.
LONDON, &c.	BENGAL	Noon, 17th June.	See Special Advertisement.
LONDON & ANTWERP, Via Suez, Pango, Cebu Port, SAID AND MARSHALLS.	PALERMO	About 27th June.	Freight only.

For further Particulars, apply to L. S. LEWIS, Acting Superintendent.

P. & O. S. N. Co.'s Office,  
Hongkong, June 9, 1905.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,  
VIA CANADA AND THE UNITED STATES.

Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.  
Saving 8 to 7 Days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration.)

R.M.S. EMPRESS OF INDIA	6000 Tons.	Wednesday, June 21.
R.M.S. TARTAR	4425 Tons.	Wednesday, July 5.
R.M.S. EMPRESS OF JAPAN	6000 Tons.	Wednesday, July 12.
R.M.S. EMPRESS OF CHINA	6000 Tons.	Wednesday, Aug. 2.
R.M.S. ATHENIAN	3882 Tons.	Wednesday, Aug. 9.

Hongkong to London, 1st Class, via St. Lawrence 200, via New York 282.  
Intermediate on Steamers, 240, 240, 242.

THE magnificent "EMPEROR" STEAMSHIP, passing through the famous INLAND SEA OF JAPAN, usually makes the voyage YOKOHAMA TO VANCOUVER (B.C.), in 12 DAYS, and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. TARTAR AND ATHENIAN carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to D. E. BROWN, General Agent, Pedder Street.

PORTLAND AND ASIATIC  
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, MOJI, KOBE & YOKOHAMA; FOR PORTLAND, OREGON.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP.	Tons.	Captain.	TO SAIL AT DAYLIGHT ON.
NICOMEDIA	4370	WAGNER	June 26, 1905.
SUMANTIA	4370	BRUMMER	July 16, 1905.
ARABIA	4488	MITZENTHIN	Aug. 6, 1905.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.  
Hongkong, May 26, 1905.

## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE  
BETWEEN HONGKONG, SOUTH CHINA  
COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSUI, Via SWATOW AND AMOY.	PROTEUS	SUNDAY, June 11, 8 a.m.
SHANGHAI, Via SWATOW, AMOY AND FOCHOW.	CLARA JESSEN	TUESDAY, 13th June.
ANPING, Via SWATOW AND AMOY.	PROMISE	WEDNESDAY, June 14, 10 a.m.
TAMSUI, Via SWATOW AND AMOY.	FRITHJOF	SUNDAY, 18th June, 8 a.m.

ON account of the present state of political affairs, all the Company's New Steamers have been requisitioned for Transport Service, and the above-named chartered Steamers have been secured instead for maintenance of the Company's Coastal Services. As soon as the state of Affairs permit the Company will resume running with its specially designed new Steamers.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at No. 6, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, June 9, 1905.

## NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.  
CONNECTING AT TACOMA WITH

## NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	To Sail.
PLEIADES	3753	F. G. Purington	About June 30.
SEWYUN	3806	E. V. Roberts	About July 12.
TREMONT	3806	T. W. Garlick	About Aug. 8.

Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw a.s. Steamers and Tremont are fitted with very superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

Dodwell & Co., Limited,  
GENERAL AGENTS.

QUEEN'S BUILDINGS,  
Hongkong, May 9, 1905.

## Shipping.

## OCEAN STEAM SHIP COMPANY, LIMITED,

CHINA MUTUAL STEAM NAVIGATION  
COMPANY, LIMITED.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL  
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST  
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

## EUROPEAN SERVICE.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	YANTZSE	11th June.
GLASGOW AND LIVERPOOL	FOXTON HALL	15th June.
GLASGOW AND LIVERPOOL	AXAX	23rd June.
GLASGOW AND LIVERPOOL	INDOMENEUS	30th June.
GLASGOW AND LIVERPOOL	STENTOR	7th July.
GLASGOW AND LIVERPOOL	PATROCLOS	14th July.
GLASGOW AND LIVERPOOL	KEEPO	18th July.
GLASGOW AND LIVERPOOL	ACHILLES	28th July.

## HOMEWARDS.

FROM	STEAMERS	TO SAIL
GENOA, MARSEILLES & LIVERPOOL	DEUCALION	20th June.
AMSTERDAM, LONDON & ANTWERP	CAUCHAS	24th June.
LONDON, AMSTERDAM & ANTWERP	GLAUCUS	4th July.
GENOA, MARSEILLES & LIVERPOOL	TELEMACHUS	20th July.
LONDON, AMSTERDAM & ANTWERP	IDOMENEUS	1st August.
GENOA, MARSEILLES & LIVERPOOL	IDOMENEUS	20th August.

## TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

## THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL  
OVERLAND COMMON PORTS IN THE UNITED STATES OF  
AMERICA AND CANADA.

## EASTWARD.

FROM	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, & YANTZSE.	YANTZSE	14th June.
NAGASAKI, KOBE & YOKOHAMA/KEEPO	KEEPO	19th July.

## WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA & YANTZSE.	YANTZSE	20th June.
AND PACIFIC COAST	TELEMACHUS	18th July.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

## HONGKONG NAVIGATION CO., LD.

FOR AMOY & SHANGHAI.

STEAMERS	TO SAIL
FOOCHOW	10th June, 4 p.m.
PAOTING	June 10, Daylight.
KIUKING	12th June.
MANILA	13th June.

MANILA, ZAMBOANGA, THURSDAY ISLAND, OOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.

SHANGHAI, WEIHAIWEI, CHEFOO, YANTZSE, 20th June.

CEBU & LOLOLO, KANON, 22nd June.

The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Lights. Unrivalled Table.

A fully qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

† Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, June 9, 1905.

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon omnibuses. Electric Light. Perfect Cuisine—Surgeon and Stewards carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captains.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	Manila.	June 10, at Noon.
RUBI	2540	A. H. Notley	Manila.	June 17, at Noon.

For Freight or Passage, apply to Showan, Tones & Co., General Managers.

Hongkong, June 5, 1905.

## HONGKONG—NEW YORK.

## AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. NORDPOL ..... About 15th June.

S.S. INDRAWADI ..... About 25th July.

For Freight and further information, apply to

SHEWAN, TONES & CO., General Agents.

Hongkong, May 18, 1905.

REGULAR  
STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

With Liberty to Call at Malabar Coast.

PROPOSED SAILINGS FROM HONGKONG

STEAMERS TO SAIL 1905.

MONTROSE ..... About June 27.

ST HUGO ..... About July 15.

SHIMOSA ..... To follow.

For Freight and further information, apply to DODWELL & CO., LTD., Agents.

Hongkong, June 9, 1905.

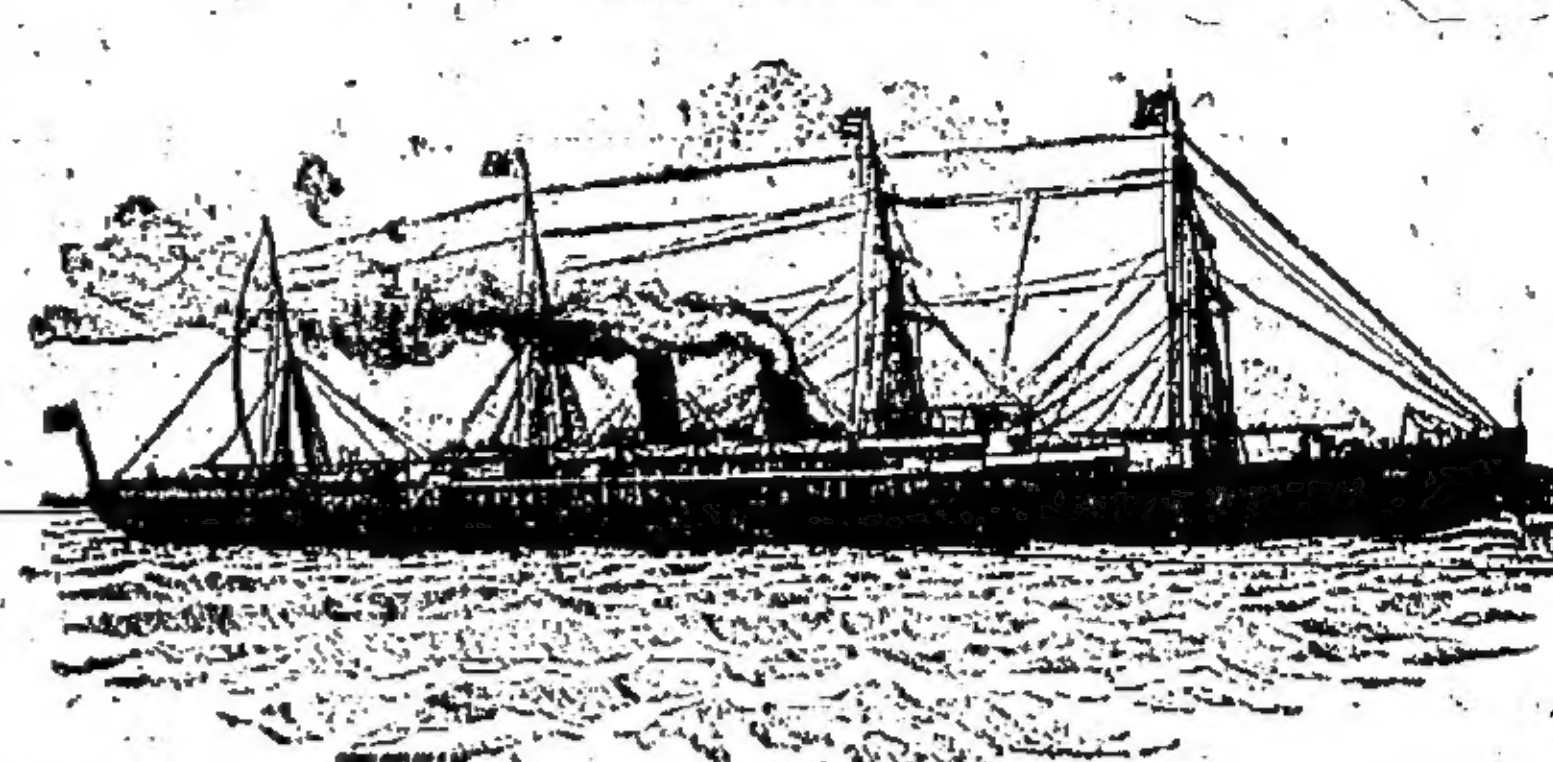
## Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND  
ORIENTAL S.S. CO., TOYO KISEN KAISHA.

## U.S. MAIL LINES.

VIA HONOLULU.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



Only line taking the warm SOUTHERN ROUTE across the PACIFIC, via HONOLULU, the most fertile and beautiful island of the PACIFIC.

## PROPOSED SAILINGS FROM HONGKONG.

KOREA	11,276 Gross Tons.	TUESDAY, 13th June, at Noon.
COMPTON	4,362	THURSDAY, 22nd June, at Noon.
SIBERIA	11,284	THURSDAY, 6th July, at Noon.
MONGOLIA	13,639	TUESDAY, 18th July, at Noon.
CHONG	5,060	FRIDAY, 28th July, at Noon.
DORIO	4,784	FRIDAY, 11th August, at Noon.
MANCHURIA	13,639	FRIDAY, 18th Aug., at Noon.

Record Trip Yokohama to San Francisco made by s.s. KOREA, 11,276 tons, Oct. 18th-25th, 1902; 10 days, 18 hours.

THE P. M. Steamship KOREA will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, (INLAND SEA) YOKOHAMA, and HONOLULU on TUESDAY, the 13th June, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, May 31, 1905.

S. SILVERSTONE, Agent.

## INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG  
(SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI, Via SWATOW, TIENTSIN, SUNDAY, June 11, Daylight		
SOURABAYA AND SAMARANG	CHUNSAUNG	TUESDAY, June 13, at 3 p.m.
SINGAPORE, PENANG, NAGASAKI, & CALOITTA	NAMSANG	WEDNESDAY, June 14, at Noon.
TIENTSIN	WOSANG	WEDNESDAY, June 14, at 3 p.m.

\* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yungtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

SOUTH AFRICAN LINE OF  
STEAMERS.

HONGKONG DIRECT (or via CHEFOO or CHIN-WAN-TAO) to DUBAN, NATAL.

The following Chartered Steamers will run at intervals of about 3 Weeks:—

S.S. SWANLEY	...	Captain J. P. DAWSON.
S.S. COURTFIELD	...	" J. W. MARTIN.
S.S. ORANLEY	...	" W. E. STEELE.
S.S. IKBAL	...	" M. ROBERTSON.
S.S. ADOLPH	...	" C. E. COX.
S.S. JUTHAN	...	" J. G. WILLIAMSON.
S.S. INKUM	...	" E. S. PEARSE.
S.S. SIKH	...	" J. ROWLEY.
S.S. SOFALA	...	" GET SHEPHERD.
S.S. INDRAHAMA	...	" R. P. GRAVES.
S.S. INDRAVELLI	...	" J. COLLINGTON.
S.S. SEADLA	...	" GEO. BROWN.
S.S. OATHIERNE PARK	...	" COFF.
S.S. INKULA	...	" DRAH.

For Freight, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, February 9, 1905.

MESSAGERIES  
MARITIMES

## FRENCH MAIL STEAMERS.

STEAM FOR SINGAPORE, SHANGHAI, TAVIA, COLOMBO, INDIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN, AND BLACK SEA PORTS.

THE Steamship POLYNESIEN, Captain BROU, will be despatched for MARSEILLES on TUESDAY, the 13th June, 1905, at 1 p.m.

Passage Tickets and through Bills of Lading issued for above ports. Cargo also booked for principal places in Europe.

Next Sailings will be as follows:—

S.S. CALEDONIAN ..... June 27, 1905.

S.S. OCEANIAN ..... July 11, 1905.

S.S. TOURNAI ..... July 25, 1905.

G. DE CHAMPEAUX, Agent.

Hongkong, May 30, 1905.

## FOR NEW YORK, VIA PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

THE Steamship KENNEDY will be despatched for the above ports about EARLY JULY, 1905.

For Freight, etc., Apply to STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department, 4 Des Voeux Road Central.

Hongkong, May 18, 1905.

## Shipping.

## EASTERN &amp; AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TAINIA, &c.)

THE Steamship EASTERN.

Captain ELLIS, will be despatched for the above Ports on SATURDAY, the 10th June, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon and Stewards are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, May 8, 1905.

NAVIGAZIONE GENERALE ITALIANA.

(FLORIO & RUBATINO UNITE COMPANIES.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEY, SUEZ, PORT SAID, MISRAH, NAPLES, LEBRON, and GENOA; also VENICE and TRIESTE, all Mediterranean, Adriatic, Levantine, and SOUTH AMERICAN Ports up to CALLOA.

(Taking Cargo at through rates to PENANG, GULF and BAHAB, also BARCELONA, VALENCIA, ALICANTE, ALMEIRA and MALAGA.)

THE Steamship CAPEI.

Captain DEBRIO, will be despatched as above on SATURDAY, the 10th Instant, at Noon.

At Bombay the steamer is discharging in VICTORIA DOCK.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, June 6, 1905.

NAVIGAZIONE GENERALE ITALIANA.

(FLORIO & RUBATINO UNITE COMPANIES.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.



Intimations.

**MIYAKO HOTEL,**  
KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.  
December 5, 1904.

**OSAKA HOTEL,**  
NAKANOSHIMA PARK,  
OSAKA, JAPAN.

(TELEPHONE: No. 713, HIGASHI).

THIS HOTEL, which faces the River on Three Sides, is the only one in OSAKA Catering for Foreigners.

ALL UP-TO-DATE COMFORTS AND EXCELLENT CUISINE.  
R. EARL, Manager.

December 5, 1904.

**THE SEASONABLE COMPLAINT.**

ALMOST EVERYONE, AT THE END OF SUMMER, FEELS WILTED AND RUN DOWN. We wonder how we stood the heat of January and February so well, only to collapse when the weather is appreciably cooler. The reason is that the Summer strain is just beginning to tell on us. We need to CLEAR THE SYSTEM OF POISONOUS WASTES, and to stimulate the Liver and Kidneys into action again. IN CHOOSING AN APPROPRIATE REMEDY, we look for certainty of result, gentleness of action, and pleasantness of taste. LAXATIVE, THE WORLD FAMOUS HUNGARIAN APERIENT, is the only one of all the hundreds before the public which meets the ideal conditions. It is recommended by Physicians as especially suitable for the use of ladies and children. TRY ONE BOX. THE PRICE IS ONLY ONE SHILLING. Prepared only by the LAXATIVE CO., LTD., Budapest, Hungary. Sold by all Chemists and Storekeepers.

**LAXATIVE IS THE REMEDY.**

**CHAMPAGNE.**  
**VEUVE CLICQUOT PONSARDIN**

**RHEUMS.**

Maison fondée en 1783. **WERLE & Cie, Succrs.**

ENGLAND DRY, ENGLAND DRY, ENGLAND DRY (EXTRA DRY).

\$48 per case of 12/1 or 24/2 bottles.

When asking for 'CLICQUOT', that is to say, for the genuine 'LA VEUVE CLICQUOT', the public are cautioned against accepting other brands with closely resembling names and labels.

APPLY TO—

**CHINA EXPORT-IMPORT & BANK-CIE,**

SOLE AGENTS FOR CHINA AND JAPAN.  
2, CONNAUGHT ROAD, HONGKONG.

Hongkong, May 9, 1905.

**FOR CANTON.**

**THE NEW AND FAST Twin-Screw Steamer**  
**SAN CHUNG.**  
951 Tons, Captain J. McGINTY, will leave for Canton at 9 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 6 P.M. Excellent accommodation, Electric Light, and perfect cuisine. Wharf at Hongkong near Harbour Office. First-class Fare, \$3 each way. Second-class, \$1.40 each way. Meals, \$1 each. Cargo Freight very moderate.

**OHONG ON STEAMBOAT CO., LTD.**  
No. 128, Connaught Road Central.  
Hongkong, April 1, 1905.

**STEAM TO CANTON.**

**THE NEW Twin Screw Steamer**  
**KWONG CHOW.**  
1,309 tons, Captain J. P. MARTIN, will leave HONGKONG for CANTON at 9 P.M. Every Evening (Saturday excepted). Leave CANTON for HONGKONG at 6.30 o'clock Every Evening (Sunday excepted). These fine new Steamers have excellent accommodation for First-Class Passengers and are lit throughout by Electricity. Passage Fare—Single Journey, \$4.00. Meals, \$1.00 each. The Company's Wharf is a short distance West of the Harbour Master's Office.

**SHU ON S.S. CO., LTD.**

**YUEN ON S.S. CO., LTD.**  
No. 8, QUEEN'S ROAD WEST.  
Hongkong, November 3, 1904.

**HONGKONG-MACAO LINE.**

**S. S. 'WING CHAI'**  
CAPTAIN T. AUSTIN, R.N.R.  
THIS Steamer departs from Hongkong on WEEK DAYS at 7.30 A.M., and on SUNDAYS at 8.30 A.M. Departs from MACAO on Week Days at 2.30 P.M., and on Sundays at 6.30 P.M.  
FARES:—Week Days 1st Class, including cabin and servant, Single \$3, Return Ticket \$5. 2nd class \$1. 3rd Class \$0.50. Every Sunday there will be an Excursion, at the following rates:—1st and 2nd Class Single Ticket \$1. Return \$2. 3rd Class Single \$0.50. Return \$1.00. Storage 10 Cents.  
Any Meals can be supplied on Board at a charge of \$1.00 per Week. On Sundays, Passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3 extra.  
First-class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Ticket. Should the Steamer not run on the Monday, owing to the Boiler Cleaning, due notice will be given by the Captain, and the Ticket will be available for the following day. The Ship is lit throughout by Electricity.  
The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.

**SAM WANG COY.**

81, Queen's Road Central.  
Hongkong, June 1, 1905.

**Insurances.**

**FIREMAN'S FUND INSURANCE CO.**  
OF  
SAN FRANCISCO, CALIFORNIA.

STATEMENT TO 31st DECEMBER, 1903.  
ASSETS, GOLD.....\$5,858,820.37  
NET SURPLUS, GOLD.....\$2,166,118.80  
INCOME, GOLD.....\$3,470,787.63

**FIRE BRANCH.**

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Fire Risks at Current Rates.

**SHEWAN, TOMES & CO.**

**THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.**

**MARINE BRANCH.**

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Risks at Current Rates.

**ALEX. ROSS & CO.**

**NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.**

TOTAL FUNDS at 31st DECEMBER, 1903.  
I—Authorized Capital \$3,000,000  
Subscribed Capital \$2,750,000  
Paid-up Capital.....\$687,000 0 0  
II—Fire Funds.....\$3,055,951 12 3  
III—Life & Annuity Funds \$3,154,188 16 7

Revenue Fire Branch.....\$10,898,650 8 10  
" Life & Annuity Branches.....1,615,756 11 9

The Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.

The Undersigned, Agents for the above Company, are prepared to accept Fire Risks at Current Rates.

**SHEWAN, TOMES & CO.**

Hongkong, June 18, 1904.

**MARTIN'S**

**APIOL & STEEL**  
For Ladies' FILES

**SING ON & CO.**

Nos. 35 & 37, HING LOONG STREET.  
IRON, STEEL, METAL AND HARDWARE.  
Retail and Wholesale from Hongkong, Peking and Fongchi Coko Importers, and General Storekeepers. PRICES MODERATE.

Hongkong, December 14, 1904.

**THE COMMERCIAL UNION INSURANCE CO., LTD.**

Such is the accelerated progress made of late by the Commercial Union Assurance Company that he would be a rash man (says the Post Magazine and Insurance Monitor) who ventured to set a bound to its future development, especially in view of the approaching acquisition of the business and connections of the *Hand-in-Hand* Insurance Society, which transaction, as our readers are aware, is being promoted by a Bill in Parliament, but which, of course, does not affect the present accounts. From the commencement of the Commercial Union's operations there were many who predicted that the new undertaking would be certain to make swift and successful headway as a fire office, and effectively to compete with old and popular establishments. Possibly, however, there was not more than a moderate enthusiasm when the Company, shortly after it got to work, entered upon, first, marine and then life business. But the superior connections of the directorate proprietors soon enabled the management, at a period favourable to such enterprise, to prove that each of the three departments could be made to compare in magnitude, profit and strength with any company making a specialty of only one of the branches of insurance undertaken. And this remark is in no way qualified by the recent addition of the Accident section; for here there are already infused the elements of success and greatness so long characteristic of the other sections. Each department seems to vie with the others in producing annually the best of results, with the consequence that this harmonious competition is raising the Company as an individual institution to a pre-eminence rarely attained.

In regard to 1904 the Fire Department of the Commercial Union Assurance Company exhibited not only the customary forward tendency which the insurance world is given to anticipate, but another advance on a large scale—and this time not due to the absorption of another company. The premium income was \$1,967,712, or as much as \$195,893 above that of 1903, when the increase was \$31,707. The stride of \$314,713 that occurred between 1899 and the end of 1901 was chiefly the outcome of the *Palatine* transfer, but this last movement would appear to proceed purely from the further development of an immense organization. It is interesting, perhaps, to note that the addition last year exceeded the entire revenue of 1871, and further, that \$1,000,000 does not measure the increase since the year 1890. These augmentations have happily been coincident with real prosperity, and it may properly be stated that on the average the Company has done vastly better in the fourteen years wherein the fire income has been gradually going up from one to two millions than in the twenty-five years preceding. Losses during 1904 were in amount the largest yet sustained, but in proportion were most moderate. In all, they reached \$1,091,895, and, since the ratio was as low as 55.5 per cent, the operations can only be regarded with emulous satisfaction. True, the ratio was excellent in 1903, but that was a year long to be remembered for its exceptional character, whereas the last twelve months witnessed the *Palatine* and *Toronto* conflagrations, which have left their mark on the accounts of British fire offices engaged on the American continent. Since its establishment in 1861, the Company has in 26 years had a lower loss ratio and in thirty-three a higher one. Expenses of management with commission come to \$654,907, and at 33.2 per cent of the premiums are economical and a little lower than in the previous account. Foreign State taxes, included here among the working charges, continued to grow, the payment's (or extortions, shall we say?) under this head, requiring \$1,127—over 14 per cent. The amount of the trading profit was \$220,850, which, with \$56,117 credited for interest, made a balance on fire account of \$276,967. Of this fine surplus, \$76,000 was transferred to profit and loss account, \$539 written off bad debts, and the balance of \$201,429 added to the fire fund—thereby making \$1,963,005, or \$15,893 over the year's net premium income so suddenly enlarged. Total fire premiums accounted for from the start to 31st December last had reached the imposing sum of \$31,729,931—payments for losses have taken \$19,124,049; so that an average for the whole time of 60.27 per cent, is established. Seven years ago the proportion worked out at 63.51 per cent. These facts show conclusively what balance, system and discernment can do, and have done in this particular instance.

The Marine Department of the Commercial Union Assurance Company is superior to most gold mines, because of the steadiness of its output. The intake of premiums last year was \$247,364, being \$16,180 more than in 1903; but the settlements, at \$103,403, were \$9,745 less, and there was also a drop in the total expenditure. The account was, therefore, about as good as can be hoped for, a surplus of \$29,040, besides interest receipts of \$17,179, resulting in a balance on the working of \$116,819, or nearly \$30,000 better than that shown in the previous statement. After transferring \$50,000 to profit and loss, the marine fund was raised from \$486,006 to \$536,071, this increase in the reserve earning to emphasize the policy of fortifying each branch so that it may remain indifferent to fluctuations of whatever description.

An increase of \$39,314 during 1904 brought up the premium income of the Accident Branch of the Commercial Union to \$456,482, which is a considerable revenue, seeing that the department was only in its fifth year. Slightly under the ratio of 1903, the claims of \$73,711 were 46.9 per cent of the premiums, this proportion being appreciably under those of 1902 and 1901. Working charges and commission, at 34.5 per cent, were about the average from the beginning in 1900 till the end of last year. Interest receipts produced \$2,623 and \$200 was written off for bad debts. This balance on the transactions was \$34,620 and this relatively substantial margin was carried in its entirety to the Accident fund, now \$72,212, forming a strong reserve for unexpired risks, equal to 58.4 per cent of the premium revenue. This fact gains prominence when it is remembered that the highest claim ratio so far has not exceeded 62.7 per cent, and that apart from any annual surplus on the business operations, the interest on the funds is already working in the direction of swelling the resources. As there is not the slightest immediate need to appropriate any part of the profits to the proprietors, this Accident branch may be left to become quite rich before it makes any contribution to the profit and loss account; and such a plan would appear to be included in the policy of the directors.

**Dentistry.**

**KWAN LEE SHEUNG, DENTIST.**

(STUDENT OF DR. G. O. ROGERS.)  
**TAI SAN STREET, CANTON.**  
March 10, 1905.

**S. I. T. I. N. G., Surgeon Dentist.**  
No. 14, D'AGUILAR STREET.  
TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, April 24, 1905.

**DR. HARRY FONG,**  
AMERICAN TRAINED DENTIST.

**ELECTRICAL and Latest Improved Appliances.**  
51, QUEEN'S ROAD CENTRAL.  
Hongkong, July 28, 1904.

**THE AMERICAN SYSTEM OF DENTISTRY.**

**DR. M. H. CHAUN,**  
37, DES VŒUX ROAD CENTRAL, HONGKONG.  
From the University of Pennsylvania, U.S.A.  
Hongkong, July 28, 1904.

**Contractors.**

**QUONG YICK,**  
CONTRACTOR AND HOUSEBUILDER,  
No. 37, QUEEN'S ROAD EAST.  
CONTRACTOR TO H.B.M.'s Government. We have always a large stock of BUILDING MATERIALS at Moderate Prices.  
Hongkong, March 20, 1905.

**HUNG SHING,**  
BUILDING CONTRACTOR,  
No. 37, D'AGUILAR STREET.  
CONTRACTOR TO H.B.M.'s GOVERNMENT, &c. &c.  
Hongkong, March 23, 1905.

**SING YUEN,**  
CONTRACTOR AND HOUSEBUILDER,  
No. 33, D'AGUILAR STREET.  
CONTRACTOR TO THE P.W.D. from 1901 to 1902, and Admiralty, &c. &c. We keep a large stock of Building Materials, also Timber at very Low Prices.  
Hongkong, March 22, 1905.

**KWONG HEP LOONG CO., LIMITED.**  
SHIPBUILDERS AND ENGINEERS.  
BOILER MAKERS, BRASS AND IRON FOUNDERS.  
Office:—No. 64, DES VŒUX ROAD CENTRAL.

ALL Work done in this Establishment is guaranteed. We have 32 years' experience. Our Dry Dock is next to Compendium Dock (San Sai Po) and can accommodate any craft of 160 feet long. We have at present 4 new fast Steam Launches for Sale.  
Hongkong, February 25, 1905.

**A OHOO & CO.,**  
39, DES VŒUX ROAD, CENTRAL.  
GENERAL STOREKEEPERS.  
COAL MERCHANTS.

**HAVE** always on hand an Ample Stock. Supplies delivered at shortest notice. Well-directed Steam-launches kept for Picnic parties and for Towing purposes. PRICES VERY MODERATE.  
Telephone No. 160.  
Hongkong, December 1, 1904.

**YAU ON,**  
HOUSEBUILDER AND CONTRACTOR,  
No. 40, HOLLYWOOD ROAD.  
CONTRACTOR TO THE Admiralty and Chinese Government. Matched Builder and House Painter. Always in stock a large supply of Building Materials.  
Hongkong, March 10, 1905.

**Lam Woo & Co.,**  
Formerly Lin Woo & Co.,  
No. 12, LEE YUEN STREET (WEST).  
CONTRACTORS & HOUSEBUILDERS.  
CONTRACTORS TO H.B.M.'s Government and War Department. We have always in Stock a large Supply of Building Materials. All communications please address to Mr. Lam Woo.  
Hongkong, March 3, 1905.

**'THE REVENUE OF CHINA.'**  
A SERIES OF ARTICLES.  
Reprinted from 'The China Mail.'  
WITH AN APPENDIX.  
To be had at the Office of this Paper, Messrs. KELLY & WALSH, Ltd., And Messrs. W. BROWN & Co.  
Price, 50 Cents.

**SECOND EDITION.**  
**HISTORY OF THE CHURCHES OF INDIA, BURMA, SIKH, THE MALAY, CEYLON, CAMBODIA, ANJAM, TRINITY, JORRA AND JAPAN.**  
Illustrated by the SOCIETY of the 'MISSION FRATERNITY.'  
(Translated by EDWARD HARPER PARKER and Reprinted from 'THE CHINA REVIEW'.)  
PRICE ONE DOLLAR.  
For Sale at the 'CHINA MAIL' Office, 5, Wyndham Street.

**TUNG LEE, (Late A. TAY.)**  
SHIPBUILDER, BOATBUILDER AND SHIPS CARPENTER.  
BLACK SMITH AND CAULKER.  
Office at 37, DES VŒUX ROAD WEST, Workshop at YAU MATT.  
Hongkong, March 23, 1905.

**AH-PONG.**  
SHIP AND HOUSE PAINTER,  
GILDER, GRAINER, AND SCRAPER, CAULKER AND CARPENTER.  
No. 44, DES VŒUX ROAD CENTRAL.  
Hongkong, February 20, 1905.

**Contractors.**

**HANG ON & Co.**  
BUILDERS AND CONTRACTORS,  
No. 30, D'AGUILAR STREET.  
CONTRACTORS TO H.B.M.'s Government, Admiralty and War Department, &c. &c. We keep always on hand the largest supply of Building Materials at Cheapest Prices. We defy Competition.  
Hongkong, March 10, 1905.

**K. Shiu Tai & Co.**  
HONGKONG & WAI-HAI-WAI.  
HEAD OFFICE:—117-119, DES VŒUX ROAD, HONGKONG.  
NAVY CONTRACTORS, GENERAL STOREKEEPERS AND BAKERS.  
Wholesale and Retail in Provisions and Tinned Goods, &c., &c.  
K. SHIU TAI, General Manager.  
Hongkong, March 10, 1905.

**SANG LEE & CO.**  
CONTRACTORS AND BUILDERS,  
No. 60, DES VŒUX ROAD CENTRAL.  
Contractors to H.B.M.'s Government. We always keep a large Stock of BUILDING MATERIALS at Reasonable Prices.  
Hongkong, February 20, 1905.

**WING ON,**  
CONTRACTOR AND HOUSEBUILDER,  
No. 34, D'AGUILAR STREET.  
CONTRACTOR TO H.B.M.'s Government, War Department and Admiralty, &c. &c. We keep always in stock a large supply of Building Materials at very reasonable Prices.  
Hongkong, March 22, 1905.

**THE PO YICK COY.**  
CONTRACTORS & HOUSEBUILDERS,  
No. 258, QUEEN'S ROAD EAST, WANCHAI.  
CONTRACTORS TO H.B.M.'s War Department and Admiralty. We keep always in Stock a Large Supply of Timber at Reasonable Prices.  
Hongkong, February 18, 1905.

**Tung Tai Tseung Kee Co.**  
ENGINEERS AND SHIPBUILDERS.  
IRON AND BRASS FOUNDERS,  
BOILER MAKERS AND COPPER SMITHS.  
No. 25, PRAYA EAST, WANCHAI.  
HONGKONG.  
Call Flag O.  
Hongkong, February 18, 1905.

**KWONG FOOK CHEONG**  
SHIP'S CARPENTER,  
BOAT AND LAUNCH BUILDER,  
ENGINEER AND BOILER MAKER.  
HAS EVERY KIND OF THING FOR SALE.  
65, PRAYA EAST, HONGKONG.  
Hongkong, March 20, 1905.

**SHUN LEE & CO.,**  
SHIP'S CARPENTER,  
BOAT BUILDER, BLACK SMITH & CAULKER.  
All kinds of Timber for Sale.  
No. 50, PRAYA, WANCHAI.  
HONGKONG.  
C. CHUNG HEE, Manager.  
Hongkong, March 20, 1905.

**KENG TAK CHEONG,**  
GENERAL CONTRACTOR  
For Preparing  
SITE, BUILDING AND RECLAMATION WORKS.  
BLACKSMITH, JETTY AND LIGHTER BUILDER AND MASON.  
No. 38, D'AGUILAR STREET.  
CONTRACTOR TO THE War Department, &c. &c. Every Order promptly attended to. Let Class Testimonials. Communications please address to Mr. T. KENG.  
Hongkong, March 22, 1905.

**A WING & CO.**  
CONTRACTORS & HOUSEBUILDERS,  
No. 75, QUEEN'S ROAD EAST.  
ALL Communications, please address to Mr. ANDREW TSANG WING.  
Hongkong, February 18, 1905.

**TUNG ON,**  
CONTRACTOR AND BUILDER,  
No. 26, D'AGUILAR STREET.  
CONTRACTOR TO H.B.M.'s Government, &c. &c. Communications please address to Mr. TAN SENG. Also, every kind of Building Materials for Sale.  
Hongkong, March 23, 1905.

**Yau On,**  
HOUSEBUILDER AND CONTRACTOR,  
No. 40, HOLLYWOOD ROAD.  
CONTRACTOR TO THE Admiralty and Chinese Government. Matched Builder and House Painter. Always in stock a large supply of Building Materials.  
Hongkong, March 10, 1905.

**Lam Woo & Co.,**  
Formerly Lin Woo & Co.,  
No. 12, LEE YUEN STREET (WEST).  
CONTRACTORS & HOUSEBUILDERS.  
CONTRACTORS TO H.B.M.'s Government and War Department. We have always in Stock a large Supply of Building Materials. All communications please address to Mr. Lam Woo.  
Hongkong, March 3, 1905.

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Price, 50 Cents.

**SECOND EDITION.**  
**HISTORY OF THE CHURCHES OF INDIA, BURMA, SIKH, THE MALAY, CEYLON, CAMBODIA, ANJAM, TRINITY, JORRA AND JAPAN.**  
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(Translated by EDWARD HARPER PARKER and Reprinted from 'THE CHINA REVIEW'.)  
PRICE ONE DOLLAR.  
For Sale at the 'CHINA MAIL' Office, 5, Wyndham Street.

**Banks.**

**THE MERCANTILE BANK OF INDIA, LIMITED.**  
AUTHORIZED CAPITAL.....£1,500,000  
SUBSCRIBED.....£1,125,000  
PAID UP.....£687,500  
RESERVE FUND.....£110,000  
BANKERS:  
LONDON JOINT STOCK BANK, LIMITED.  
INTEREST allowed on Current Accounts at the rate of 2 1/2 per annum on the Daily Balance.  
On Fixed Deposits:—  
For 12 Months.....4 1/2 %  
" 6 ".....4 %  
" 3 ".....3 1/2 %  
" 1 ".....3 %  
EVAN ORMISTON, Manager.  
Hongkong, May 2, 1905.

**THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.**  
INCORPORATED BY ROYAL CHARTER 1853.  
HEAD OFFICE, LONDON.  
CAPITAL PAID-UP.....£280,000  
RESERVE LIABILITY OF SHAREHOLDERS.....£280,000  
RESERVE FUND.....£275,000  
INTEREST allowed on Current Accounts at the rate of 2 1/2 per annum on the Daily balances.  
On Fixed Deposits for 12 months 4 1/2 %  
" 6 " 4 %  
" 3 " 3 1/2 %  
" 1 " 3 %  
T. P. COCHRANE, Manager.  
Hongkong, May 19, 1905.

**THE BANK OF TAIWAN, LIMITED.**  
(INCORPORATED BY SPECIAL IMPERIAL CHARTER).  
CAPITAL SUBSCRIBED.....YEN 5,000,000.  
CAPITAL PAID-UP.....YEN 2,500,000.  
HEAD OFFICE:—TAIPEI, FORMOSA.  
BRANCHES AND AGENCIES:  
Amoy, Kobe, Tientsin, Canton, Shanghai, Yokohama, Keelung, Hankow, Peking, etc.  
HONGKONG OFFICE:  
4, QUEEN'S ROAD.  
Interest allowed on Current Account. Deposits received on terms which may be learnt on application.  
S. SHIGENAGA, Manager.  
Hongkong, February 2, 1904.

**HONGKONG AND SHANGHAI BANKING CORPORATION.**  
PAID-UP CAPITAL.....\$10,000,000  
RESERVE FUND.....\$10,000,000  
Sinking Reserve, \$10,000,000  
Silver Reserve.....\$18,000,000  
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000  
COURT OF DIRECTORS:—  
H. A. W. SLADE, Esq., Chairman.  
A. HADY, Esq., Deputy Chairman.  
H. O. W. DICKSON, Esq., F. Salinger, Esq., E. Goss, Esq., H. Schubar, Esq., G. H. Medhurst, Esq., H. Shilling, Esq., Hon. R. Sheehan, Esq., N. A. Sles, Esq., A. J. Raymond, Esq., J. R. M. SMITH, Esq., Manager.  
Shanghai, H. E. R. HUNTER, Esq., Manager.  
LONDON BANKERS:—LONDON AND COUNTY BANKING CO., LD.  
HONGKONG:—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent per annum on the daily balance.  
On Fixed Deposits:—  
For 3 months 2 1/2 per cent per annum.  
" 6 " 3 %  
" 12 " 4 %  
J. R. M. SMITH, Chief Manager.  
Hongkong, May 17, 1905.

**HONGKONG SAVINGS BANK.**  
THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.  
INTEREST on deposits is allowed at 3 1/2 PER CENT per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT per annum.  
For the Hongkong and Shanghai Banking Corporation,  
J. R. M. SMITH, Chief Manager.  
Hongkong, May 1, 1900.

**THE YOKOHAMA SPECIE BANK, LIMITED.**  
ESTABLISHED 1880.  
CAPITAL SUBSCRIBED.....Yen 24,000,000  
CAPITAL PAID-UP....." 18,000,000  
CAPITAL UNPAID....." 6,000,000  
RESERVE FUND....." 9,720,000  
HEAD OFFICE: YOKOHAMA.  
BRANCHES AND AGENCIES:  
TOKYO, Kobe, NAGASAKI, LONDON, LYONS, NEW YORK, SAN FRANCISCO, HONOLULU, BOMBAY, SHANGHAI, TIENTSIN, NEWYANG, DALNY, PEKING, MUKDEN, PORT ARTHUR, CHIFU.  
LONDON BANKERS: The London Joint Stock Bank, Limited, Parry's Bank, Limited, The Union of London and Smiths Bank, Limited.  
HONGKONG BRANCH:—Interest allowed. On Current Account at the Rate of 2 1/2 per annum on the daily balance. On fixed deposits for 12 months, 5 1/2 per annum. On fixed deposits for 6 months, 4 1/2 per annum. On fixed deposits for 3 months, 3 1/2 per annum. On fixed deposits for 1 month, 3 per annum.  
TAKEO TAKAMICHI, Manager.  
Hongkong, May 22, 1905.

**Banks.**

**INTERNATIONAL BANKING CORPORATION.**  
FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.  
CAPITAL AND SURPLUS.....Gold \$10,000,000  
AUTHORISED.....Gold \$3,250,000  
CAPITAL PAID-UP.....Gold \$3,250,000  
RESERVE FUND.....Gold \$3,250,000  
HEAD OFFICE:—NEW YORK.  
LONDON OFFICE:—THREADEMBOLE HOUSE, E.C.  
LONDON BANKERS: National Provincial Bank of England, Ltd. Union of London and Smith's Bank, Ltd. British Linen Company Bank.  
BRANCHES & AGENTS ALL OVER THE WORLD.

**THE Corporation—Transacts every description of Banking and Exchange business, receives money in Current Account and accepts Fixed Deposit at rates which may be ascertained on application.**  
20, DES VŒUX ROAD, HONGKONG.  
CHARLES R. SCOTT, Manager.  
Hongkong, May 20, 1905.

**IMPERIAL BANK OF CHINA.**  
ESTABLISHED BY IMPERIAL DECREE OF THE 12th NOVEMBER, 1895.  
SUBSCRIBED CAPITAL.....Tls. 5,000,000  
PAID-UP CAPITAL....." 2,500,000  
HEAD OFFICE:—SHANGHAI.  
BRANCHES AND AGENCIES:  
CANTON, CHEFOO, HANKOW, PEKING, TIENTSIN, YOKOHAMA, etc.

**THE BANK PURCHASES and receives for Collection—Bills of Exchange—drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches Agencies.**  
HONGKONG BRANCH.  
Advances made on approved securities. Bills Discounted.  
Interest allowed on Current Accounts at the Rate 2 1/2 per annum on the Daily Balances.  
On Fixed Deposits for 3 Months.....3 1/2 %  
" 6 ".....4 %



